



PLANNING COMMISSION AGENDA

MAY 17, 2012
CITY COUNCIL CHAMBERS
6:30 PM

1. Call to order
2. Roll Call
3. **Approval of Minutes for March 15, 2011**
4. **Director's Report:** This an opportunity for the Community Development Department's Director or designee to provide the Commission with information on any items other than those listed on the Agenda.
5. **Public Comment:** This is an opportunity for the public to speak to the Commission on any item other than those listed on the Agenda. The Chairman may impose a time limit on any speaker.
6. **Communication - Commission Statements and Requests:** This is an opportunity for the Commission members to make comments and announcements to express concerns or to request Commission's consideration of any items a Commission member would like to have discussed at a future Commission meeting.
7. **Subcommittee Reports:**

PUBLIC HEARING:

8. **Panattoni Tentative Parcel Map and Mixed-Use Project** - Request to approve: (1) Tentative Parcel Map No. 5009 to subdivide 24.363 acres into 8 parcels along East Main Street in the EOZ I/PD zone, (2) Mixed-use project conceptual site plan, and (3) Site plans, landscape plans, Comprehensive Sign Plan, and building elevation designs for first phase of the project. The site (APN 027-851-024) is located South of East Main Street, North of Interstate 5, West of Quality Circle, and East of Freeway Drive. The requested entitlements include a Tentative Parcel Map, review of the proposed Initial Study and Mitigated Negative Declaration and the proposed adoption of the Mitigation Monitoring and Reporting Plan, and a review of the Site Plan, Design Review, and a Comprehensive Sign Plan for the proposed Phase 1 of the development.

Applicant:	Panattoni Investments, LLC
Environmental Document:	Initial Study and Mitigated Negative Declaration with a Mitigation Monitoring Reporting Plan
Staff Contact:	Paul L Hanson, AICP, Senior Planner
Recommended Action:	Conditional Approval

NEW BUSINESS:

9. **Interim Chair and Vice-Chair:** Election and appointment of an Interim Chair and Vice Chair of the Planning Commission. The Commission may discuss whether to re-open this matter once the full seven members are appointed. Regular elections occur in September.

Staff Contact:	Cindy A. Norris, Principal Planner
Recommended Action:	Election and Appointment

10. **Information regarding the Climate Action Plan:** Information and handouts from the April 18, 2012 stakeholders meeting and the upcoming June 13, public workshop.

Staff Contact:	Cindy A. Norris, Principal Planner
Recommended Action:	Review

OLD BUSINESS:

10. Adjournment

The Planning Commission of the City of Woodland encourages all parties interested in a matter scheduled to be reviewed, discussed and acted on at a meeting, to participate in the public discourse, which may include the submission of written comments and materials. The Planning Commission notifies the public that those materials received less than 24 hours before a meeting date and time may not be able to be considered completely. Further, the Planning Commission encourages interested parties to attend the meeting to discuss any matter of concern and to explain their comments more fully.



PLANNING COMMISSION AGENDA

MARCH 15, 2012
CITY COUNCIL CHAMBERS
6:30 PM

DRAFT MINUTES

1. Call to order

2. Roll Call

Commissioners Present: Lopez, Wurzel, Murray, Sanders, Gonzalez, Holt
Commissioners Absent: Barzo

3. **Approval of Minutes for January 19, 2011**

Ayes: Lopez, Wurzel, Murray, Sanders, Gonzalez, Holt

No 's:

Abstain:

4. **Director's Report:** This an opportunity for the Community Development Department's Director or designee to provide the Commission with information on any items other than those listed on the Agenda.

- *That at this time the City Council has approved through the mid-year budget process funds for the City to begin a General Plan update.*
- *Gateway II continuation Annexation; lawsuit; The applicant has indicated that they wish to move forward and this effort will resume.*
- *Climate Action Plan initial public input meeting with stakeholders in April.*
- *CDD Milestone report*

5. **Public Comment:** This is an opportunity for the public to speak to the Commission on any item other than those listed on the Agenda. The Chairman may impose a time limit on any speaker.

Kevin Ward, a resident in Spring Lake in an affordable unit, came to request information regarding her situation. What restrictions and regulations apply in her case because her unit did not receive a subsidy?

6. **Communication - Commission Statements and Requests:** This is an opportunity for the Commission members to make comments and announcements to express concerns or to request Commission's consideration of any items a Commission member would like to have discussed at a future Commission meeting.

7. **Subcommittee Reports:**

PUBLIC HEARING:

NEW BUSINESS:

8. **Review of Public Art for Inland Terminal:** The review of a proposed 1,100 square foot Mural entitled "Gazing Into Infinity", proposed to be located on the west elevation of the new 52,000 square foot fertilizer storage building, located at 1002 N. East Street.

Applicant:	Inland Terminal
Staff Contact:	Cindy A. Norris
Recommended Action:	Approval

*Motion: Commissioner **Murray** made a motion to approve the public art mural as proposed for the Inland Terminal Building located at 1002 N East Street, which was seconded by Commissioner **Gonzalez**.*

Ayes: Lopez, Wurzel, Murray, Sanders, Gonzalez, Holt

No 's

Abstain:

9. **Review of Affordable Housing in Spring Lake and Citywide:** This is a follow up report providing information concerning affordable housing in Spring Lake as requested by the Planning Commission at their last scheduled meeting on January 19, 2012.

Requestor:

Planning Commission

Staff Contact:

Dan Sokolow, Senior Planner

Recommended Action:

Review

OLD BUSINESS:

10. Adjournment

The Planning Commission of the City of Woodland encourages all parties interested in a matter scheduled to be reviewed, discussed and acted on at a meeting, to participate in the public discourse, which may include the submission of written comments and materials. The Planning Commission notifies the public that those materials received less than 24 hours before a meeting date and time may not be able to be considered completely. Further, the Planning Commission encourages interested parties to attend the meeting to discuss any matter of concern and to explain their comments more fully.

PROJECT TITLE: **Panattoni Tentative Parcel Map and Mixed-Use Project.**
 A request to approve: **(1)** Tentative Parcel Map No. 5009 to subdivide 24.363 acres into 8 parcels along East Main Street in the EOZ I/PD zone, **(2)** Mixed-use project conceptual site plan, and **(3)** Site plans, landscape plans, Comprehensive Sign Plan, and building elevation designs for first phase of the project.

LOCATION: Project site is located South of East Main Street, North of Interstate 5, West of Quality Circle, and East of Freeway Drive.

APPLICANT/OWNER: Panattoni Investments, LLC

ENVIRONMENTAL REPORT: Mitigated Negative Declaration

A.P.N. 027-851-024-000

PROJECT PLANNER: Paul L. Hanson, AICP, Senior Planner

STAFF RECOMMENDATION: Conditional Approval

REPORT FOR: Planning Commission Public Hearing – 5/17/12

GENERAL PLAN DESIGNATION: Industrial (I)

CURRENT ZONING: Entry Overlay Zone - Industrial Planned Development (EOZ-I/PD)

EXISTING LAND USES: Vacant

FLOOD ZONE: AE Zone - Area of 100-Year Flooding, Special Flood Hazard Areas Subject to Inundation by the 1% Annual Chance Flood Event (Base Flood Elevation Determined), FIRM Community Panel Number – 060426-0465H Revised May 16, 2012.

STREET ACCESS: Freeway Drive, Quality Circle, and East Main Street

ADJACENT LAND USES & ZONING:

DIRECTION	LAND USE	ZONING
North	Warehouse	I
South	Interstate 5 & Costco	EOZ C-H/PD
East	Warehouses	EOZ I/PD
West	Health Club & John Deere	EOZ I/PD

PENDING / POTENTIAL ACTION

Staff recommends that the Planning Commission take action on the following:

1. Adopt the Mitigated Negative Declaration in accordance with the California Environmental Quality Act (CEQA) section 15074, the Planning Commission finds on the basis of the whole record before it (including the initial study and any comments received), that there is no substantial evidence that the project, with the implementation of the recommended mitigation measures, will have a significant effect on the environment and that the Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis;
2. Approve the Tentative Parcel Map No. 5009 dated 2/16/12, Mixed-Use project's conceptual master site plan dated 2/23/12 and the Project's Phase 1 building elevation designs dated 2/22/12, Landscape Plans dated 4/25/12, and Comprehensive Sign Plan dated 2/22/12 as based on the Findings of Fact and subject to the Conditions of Approval as provided in the Staff Report presented on May 17, 2012 **(See Attachment A - Application & Tentative Map No. 5009, Site Plan, and Elevations)**.

PROJECT SITE DESCRIPTION

The site is 24.363 acres of vacant land (APN 027-851-024) located South of East Main Street, North of Interstate 5, West of Quality Circle, and East of Freeway Drive in the City of Woodland, Yolo County, California, 95776. The project site is located in a largely developed industrial and commercial area. Land uses surrounding the project site consist of various commercial and industrial land uses. Commercial trucking operations are located to the north (across East Main Street) and east. Various businesses are located west of the project site including a John Deer dealership, an automobile storage facility, a gas station, and a gym. Interstate 5 is located immediately to the south. A Costco Wholesale warehouse is located on the south side of Interstate 5 south of the project site. The project site has a City of Woodland General Plan Designation of Industrial (I) and is zoned Industrial Planned Development (I/PD) with an Entry Overlay Zone (EOZ). The EOZ- I/PD allows mixed-use developments with approval of a site plan and design review.

BACKGROUND

On August 2, 2001, the Planning Commission approved a site plan and building design for a proposed warehouse at this site for the Panattoni Development Company. The warehouse was never constructed.

In 2001, the Planning Commission recommended to the City Council that the gateway to the City of Woodland, the I-5/ CR 102 interchange, be rezoned with an Entryway Overlay Zone designation. The adoption of the EOZ amended the industrial land use table, removing heavy industrial uses from the gateway and instead providing a list of professional business offices and personal service functions that would be allowed in the EOZ - I/PD. The City Council adopted those recommendations, amending the list of allowed uses in the City's gateway and set design standards for gateway development. This proposal is within this Entryway Overlay designation.

On October 18, 2011, the City Council adopted Resolution No. 6037, amending the Public Facilities Fee Program Administration Guidelines designating auto sales under the "industrial" land use category. The change in designation was approved by City Council after reviewing land use impact factors that are used in calculating the development impact fee for the Fee Program land use categories, Council determined that new auto sales land use category should be changed to more accurately reflect auto dealership land use impacts.

PROJECT PROPOSAL

The owner / applicant, Panattoni Development Company (Panattoni), has submitted Tentative Parcel Map No. 5009 to subdivide the property (APN# 027-851-024) into eight (8) parcels, varying sizes from 7.525 acres to 1.101 acres. The applicant is proposing to develop a 24,363-acre mixed-use project with retail, office, food service, and auto dealerships on a currently undeveloped site in the City of Woodland.

The project proposal is to develop the site in phases, with the first phase to include two auto dealerships on two parcels adjacent to Interstate 5. The applicant has submitted site plans, landscape plans, building elevations, and a comprehensive sign plan for the development of these two dealerships. The site labeled Phase 1A (Parcel 1 - 5.01 ac.) includes a 23,821 square foot automobile dealership, a 992 square foot car wash, and 285 parking stalls. The site labeled Phase 1B (Parcel 2 - 7.525 ac.), includes a 29,675 square foot automobile dealership, a 2,500 square foot detail center, a 992 square foot car wash, and 429 parking stalls.

The second phase consists of the 6 northernmost parcels (Parcels 3, 4, 5, 6, 7, & 8) on the project site (approximately 11.5 acres). As originally, proposed, the second phase included 11,000 square feet of Fast Food Restaurant with Drive Through Window and 101,000 square feet of professional office space land uses. Based on the mitigation measure GHG-1, the project proposal has been revised to replace 8,500 square feet of Fast Food Restaurant with Drive Through Window land use with High-Turnover (Site-Down) Restaurant land use. The project proposal was also revised by reducing the Professional Office building on Parcel "C" from 2-stories (37,000 sq. ft.) to 1-story (18,500 sq. ft.).

Accordingly, the proposed land uses are now approximately 82,500 square feet of professional office space, 20,000 square feet of retail space, 2,500 square feet of drive-through restaurant, and 8,200 square feet of retail or sit-down restaurant. The applicant has submitted a conceptual master site plan for this next phase of the project. The table below provides details on parcel size, parking counts, and potential building square footages for each parcel.

PHASE 1		Development Information		
USE	PARCEL	ACRES	PARKING	BUILDING SQ. FT.
Auto Dealership	Parcel A	4.84	288	24,813 [□]
Auto Dealership	Parcel B	7.525	434	33,167 [□]
Total		12.365	722	57,980[□]

PHASE 2				
Professional Office	Parcel C	2.624	188	18,500 (1-story)
Professional Office	Parcel D	4.411	337	64,000 (2-story)
Food Service	Parcel E	1.101	51	2,500
Retail / Food Service	Parcel F	1.12	58	8,200
Retail	Parcel G	1.119	51	10,000

Retail	Parcel H	1.119	67	10,000
	Phase 2	11.998	744	113,200
Grand Total	Phases 1 & 2	24.363	1466	171,180

Access to auto dealerships would be from Freeway Drive and Quality Circle. Access to the remainder of the site is proposed from East Main Street as well as Freeway Drive and Quality Circle. The auto dealerships are proposed to be single-story buildings consisting of masonry or steel walls and a combination wood and steel frame roof with concrete slab-on-grade floors. Each dealership proposes a separate building for the show room / sales offices and a building for the service and repair facilities. Each dealership proposes a carwash with the larger dealership at (1B) proposing a vehicle detail center. Six (6) enhanced auto display areas are proposed for the dealerships. Four (4) of the display areas are proposed along a portion of the bermed area adjacent to Interstate 5 and two (2) are proposed at each of the entrance to the dealerships. The enhanced auto display areas are raised level concrete pads upon which vehicles are displayed.

The Landscape Plan provides the proposed planting plan for the first phase of the development. Phase 1 landscaping associated with each auto dealerships would be planted in conjunction with their construction. The remaining future development areas are proposed to be “graded and managed for erosion control,” but not landscaped until developed. The landscape plan includes a 40-foot wide landscaped swale separating the two auto dealerships and a 40-foot wide landscaped strip along the eastern edge of the project.

The landscape plan also proposes a 35-foot landscaped berm along Interstate 5, which includes the four enhanced auto display areas. The applicant is requesting a Design Exception from the Community Design Standards’ requirement of planting trees in the berm for screening along Interstate 5. They are requesting that the planting concept provide for views opening onto the four (4) auto display areas. Planting will be more densely grouped elsewhere along the berm.

A Comprehensive Sign plan has been submitted for the auto dealerships. The sign plan includes three monument signs: **1)** along the freeway, one monument sign measuring 41.5-feet (height) by 10-feet (length) for development identification. This freeway monument sign would have external “ground up” lighting as well as internal light for individual signs. This sign is proposed to be constructed out of wood or metal framing with aluminum tex-coating (stucco-like) background, brick base, and pre-cast trim; **2)** two entrance monument signs measuring 8-feet (height) by 6’5” each. These signs will have internal illumination. The signs are proposed to be constructed out of wood or metal framing with pre-cast trim. The sign plan also includes wall signage for both dealerships.

Pursuant to the requirements of the General Plan and Zoning, the applicant has submitted a conceptual master plan that would guide proposed and future development on the site as follows:

- Future development would be required to be in substantial conformance with the conceptual master site plan and consistent with the Entryway Overlay Zone - Industrial / Planned Development (EOZ - I/PD).
- Maximum square footage of development could not exceed the totals on the conceptual master site plan.

- Development would be held to the parking standards, setbacks, height, loading requirements, and other “physical” regulations of the Zoning Ordinance and Community Design Standards.
- Future development is be subject to design review approval by the City, and would be required to be in substantial conformance with the Community Design Standards.
- Landscaping would be required to be in accordance with the landscaping plan and Zoning Ordinance and Community Design Standards.
- Future development would be subject to approval by the City of a Comprehensive Signage Plan for Phase 2 of the development. Signage would be required to be in accordance with the Comprehensive Sign Plan and Zoning Ordinances and Community Design Standards.
- Any substantial modifications or changes to the approved master site plan and /or uses may result in further CEQA review, traffic analysis, and further public hearings.

CITY SERVICES

The project site is currently served by City water services. Any additional services shall be shown on the improvements plans to be reviewed and approved by the Development Services Engineering prior to building permit issuance.

PUBLIC NOTIFICATION

Public notice advertising for the public hearing on this project was prepared by the Community Development Department in accordance with notification procedures set forth in the City of Woodland’s Municipal Code and State Planning Law. Two methods of public notice were used:

- Legal notice was published in the Woodland Daily Democrat on Monday May 6, 2012.
- Notices were mailed to all property owners within 300 feet of the project site on May 4, 2012.

Copies of the factual staff report for the proposed project have been on file at City Hall Annex since Friday, May 11, 2012.

Public comment was received from the following: **(See Attachment B – Comments from the Public and other Agencies).**

- Yolo County Habitat/Natural Community Conservation Plan JPA (email)
- California Department of Transportation, District 3
- Regional Water Quality Control Board, Central Valley
- Yolo County Environmental Health Department
- Woodland Motors
- Carpenters Union Local 46

Responses to those comments can be found as part of **Attachment D**, the cover memo to the Mitigated Negative Declaration.

APPLICABLE LAWS, CODES, AND ORDINANCES

The project is subject to several laws, codes, and ordinances (**See Attachment C – Applicable Codes**).

- The California Environmental Quality Act (CEQA)
- The City of Woodland General Plan
- The City of Woodland Zoning and Subdivision Ordinances
- The City of Woodland Municipal Code
- Community Design Standards
- National Flood Insurance Program (NFIP) Regulations

ENVIRONMENTAL ASSESSMENT STATUS

A draft Negative Declaration for the subject project was circulated on April 4, 2012 for a 30-day comment period extending from April 4, 2012 to May 4, 2012 (**See Attachment D – Mitigated Negative Declaration**). A letter from Governor’s Office of Planning and Research confirms the close of the comment period and compliance with the State requirements (**See Attachment E - Letter from the Governor’s Office of Planning and Research dated May 4, 2012**).

Staff recommends that the Planning Commission determine that the subject project, as revised, as further defined and discussed in the attached Environmental Checklist / Initial Study, and with the implementation of the recommended mitigation measures, will not have any significant effects on the environment. As a result, the preparation of an environmental impact report pursuant to the California Environmental Quality Act (Division 13 of the Public Resources Code of the State of California) is not required.

Prior to taking an action to approve the project as recommended, the Planning Commission is required to adopt the Mitigated Negative Declaration as a final document and make specified findings required under CEQA. Pursuant to Public Resources Code Section 21081.6 and Section 15097 of the CEQA Guidelines, a Mitigation Monitoring and Reporting Program (MMRP) has been prepared (**See Attachment D - Mitigation Monitoring and Reporting Program**) to ensure that during all phases of the project, the City and any other responsible parties implement the adopted mitigation measures. In addition to adopting the Mitigated Negative Declaration, the Planning Commission must all review and adopt the MMP.

If this project is approved staff will file a Notice of Determination with the Yolo County Clerk’s Office in conformance with Article 5 §15075(a) of the CEQA guidelines.

REVIEWING AGENCY COMMENTS

All reviewing agency comments have also been integrated into the recommended conditions of approval. Yolo-Solano Air Quality Management District, AT&T, Wave Broadband, and Waste Management did not respond to the City referral.

Those other agencies that responded were Central Valley Regional Water Quality Control Board, State Department of Transportation (Caltrans) the Yolo County Habitat/Natural Community Conservation Plan JPA and the Yolo County Environmental Health Department (**See Attachment B – Comments from the Public and other Agencies**). Responses to all comments can be found in **Attachment D**, the cover letter to the Mitigated Negative Declaration.

DISCUSSION

The project proposal before the Planning Commission is provided for in the City's adopted General Plan and Zoning Ordinance. In the EOZ I/PD zone, the proposed use of Mixed-Use Development is allowed by right. The tentative parcel map, environmental review, site plan and design review requires a public hearing before the Planning Commission.

The amount of potential retail space (28,200 sq. ft.) being proposed is relatively small when compared to other existing retail space in Woodland. Retail space can be used for a restaurant or café uses as well. The proposed project is also limited to only one (1) drive-thru food service. The list below provides a comparison:

Name	Anchor	Size in Sq. Ft.
Apple Village	Applebee's Restaurant	11,165 [□]
South Land Shops	College Cleaners & Hollywood Market	25,000 [□]
Shade Tree Plaza	Formerly Rite Aid	30,000 [□]
Gibson Plaza	Bel-Air Super market	122,774 [□]
Gateway	Costco and Target	550,096 [□]

This project proposes two office buildings, one at 18,500 sq. ft and the other at 64,000 sq. ft. For comparison, the Wiseman Building (1100 Main St.) at the corner of Main and East Street is 36,000 sq. ft.

STAFF ANALYSIS

Staff **supports** the project subject to the attached recommended conditions of approval for the tentative map and city code requirements for the project and provides the following analysis:

GENERAL PLAN CONSISTENCY

The General Plan (GP) designation for the site is **Industrial (I)**. This designation provides for industrial parks, warehouses, manufacturing, research and development, commercial uses compatible with the industrial uses, public and quasi-public uses, and similar and comparable uses. Per the General Plan, the FAR cannot exceed 0.60. The project has been determined by staff to be consistent with the General Plan, including both the land use designation and relevant goals and policies. The Planning Commission must ratify this finding. Key General Plan consistency issues are discussed below.

The General Plan designates land for and seeks to encourage infill, reuse and intensification within developed areas, as long as it reflects the character of the surrounding neighborhood and does not result in significant negative effects. The General Plan also seeks to minimize the visual impacts of commercial development and to enhance the City's major corridors, landscapes and streetscapes. To this purpose, the General Plan has an adopted policy to allow mixed-use projects (e.g. retail/office/food service/industrial) in industrial designations as appropriate, along East Main Street. The proposed uses are consistent with this approach.

1.A.10. The City shall promote mixed-use developments and creative developments where appropriate and compatible with surrounding land uses. The Planned Development (PD) zoning overlay will be used to allow for mixed-use and creative forms of development. This will provide for greater flexibility in the design of integrated developments than would otherwise be possible through strict application of zoning regulations.

Industrial Development Policy 1.H.7 of the General Plan Land Use Element specifically mentions property along East Main Street as follows:

1.H.7 The City shall allow mixed-use projects (e.g., retail/office/food service/industrial) in industrial designations as appropriate, particularly along East Main Street. A maximum of 80 percent commercial uses will be allowed in mixed-use projects along heavily traveled arterials, and a maximum of 50 percent commercial within interior industrial areas. Commercial uses must comply with commercial development policies of the General Plan. A mixed-use industrial designation shall be applied to the property on the south side of East Main Street immediately east of the General Commercial-designated area.

The Industrial (I) land use designation in the General Plan specifically allows for “... commercial uses compatible with the industrial uses ...” which would allow for the type of mixed-use described in General Plan Policy 1.H.7. The Woodland Harvest Square anchored by Home Depot was approved under this policy.

In addition to these specific policies mentioned above, there are a number of relevant General Plan policies that address landscaping and aesthetic issues. The project proposal is consistent with these policies.

Lot Coverage

Standards of building intensity for non-residential uses in the General Plan are stated as maximum *floor-area ratios* (FAR's). A floor-area ratio is the ratio of the gross building square footage on a lot to the net square footage of the lot. The General Plan limit for Industrial Use is a FAR is 0.6. The Floor Area Ratios (FARs) table below indicates an average FAR of 0.14 overall.

The project does not exceed the General Plan FAR limits.

The resulting Floor Area Ratios (FARs) would be as follows for each proposed parcel:

PHASE 1

Auto Dealerships

Parcel 1:

Gross floor area of Auto Dealership = 24,813^{sq}
Gross parcel area = 4.84 acres (210,830 square feet)
FAR = 0.12

Parcel 2:

Gross floor area of Auto Dealership = 33,167^{sq}
Gross parcel area = 7.525 acres (327,789 square feet)
FAR = 0.10

<u>PHASE 2</u>	Offices, Retail, and food Service
Parcel 3:	Gross floor area of Professional Office = 18,500 ^{sq} (1-story) Gross parcel area = 2.624 acres (114,301 square feet) FAR = 0.16
Parcel 4:	Gross floor area of Professional Office = 64,000 ^{sq} (2-story) Gross parcel area = 4.411 acres (192,143 square feet) FAR = 0.12
Parcel 5:	Gross floor area of Food Service = 2,500 ^{sq} Gross parcel area = 1.101 acres (47,960 square feet) FAR = 0.05
Parcel 6:	Gross floor area of Retail / Food Service = 8,200 ^{sq} Gross parcel area = 1.12 acres (48,787 square feet) FAR = 0.17
Parcel 7:	Gross floor area of Retail = 10,000 ^{sq} Gross parcel area = 1.119 acres (48,744 square feet) FAR = 0.21
Parcel 8:	Gross floor area of Retail = 10,000 ^{sq} Gross parcel area = 1.119 acres (48,744 square feet) FAR = 0.21

Therefore, the tentative parcel map and project proposal are considered consistent with the City's General Plan.

Consistency With Other Plans: The project site does not fall within the planning area of any other relevant specific plans, area plans, redevelopment plans, airport land use plans, or other such adopted land use plans of the City.

ZONING CONSISTENCY

Land Use

The zoning designation for the proposed project site is Entryway Overlay Zone - Industrial / Planned Development (EOZ - I/PD). Mixed-Use Developments are permitted in this zone. The adoption of the EOZ modified the list of uses allowed in the Industrial zone and provided Table 3A, a list of professional business offices and personal service functions are allowed in this Industrial zone (**See Attachment F - Table 3 - Industrial Land Uses & Table 3A - Professional and Personal Service functions**).

Tentative Map

The Industrial zone does not specify a minimum lot size. Performance criteria that dictate the amount of parking, shade, lot coverage, setbacks, and other performance variables. The proposed project will comply those performance criteria. **Therefore, the Tentative Parcel Map is considered consistent with the City of Woodland's Zoning and Subdivision Ordinances.**

Setbacks

The project proposal meets all setbacks for the zone. The plans show the auto dealership buildings setback an average of 171 feet from Interstate 5 with the retail and food service buildings setback approximately 65 feet from East Main Street. There are no proposed buildings adjacent to the side yard property lines, the closest building is a dealership carwash 15 feet away from the west side property line. **The proposal complies with Zoning Ordinance setback requirements.**

Standard	Required	Proposed	
		Parcel 1	Parcel 2
Front Yard Setback	20 feet	178	165
Rear Yard Setback	None	163	166
Side Yard Setback			
Interior	None	15 & 115	64 & 182
Street side of corner lot	20 feet plus visibility triangle	n/a	n/a

Height

Pursuant to Section SEC. 25-18-30 of the Zoning Ordinance, there are no height limitations in an Industrial (I) zone, except that within two hundred (200) feet of any residential or agricultural zone designated for future residential development in the General Plan, no principal building shall exceed 40 feet in height except as provided in Article 25. The proposed height for the dealership building is 28 feet in height. **The proposal complies with Zoning Ordinance height requirements.**

Off-Street Parking

Article 23 of the Zoning Regulations, commencing with Section 25-23-10, addresses off-street parking and loading requirements. Section 25-23-10W of the Zoning Ordinance does not provide specifics, rather it states the following:

*W. Off-street parking and loading requirements for **mixed-uses** and uses not listed above shall be determined by the Zoning Administrator.*

Rational used in accessing parking needs is as follows: Auto dealerships need parking spaces for the purpose of displaying and storage of new and used vehicle inventory. The dealership also requires parking for employees and customers. The customer parking includes both those shopping for a new vehicle and those having their vehicles serviced or repaired. The amount parking needed for vehicle inventory is solely up to the auto dealer's discretion. The amount of parking required for employees and customers can be derived by reviewing the similar parking standards from the City's Zoning Ordinance.

Uses such as service stations, personal service businesses and other non-retail commercial are required to provide - *One (1) parking space for each two hundred (200) square feet of gross floor area.* While retail stores, banks, and shopping centers are required to provide - *Not less than one (1) parking space for each three hundred (300) square feet of gross floor area or more than one (1) parking space for each two hundred (200) square feet of gross floor area.*

Between these two parking standards, the parking requirement for employee and customers parking must fall between 1 parking space for every 200 to 300 square feet of gross floor space. The table below indicates that both dealerships will be providing adequate parking spaces. **The proposal complies with Zoning Ordinance parking requirements.**

A	B	C	D	E	F
	Total Parking	Display & Storage Parking	Employee & Customer Parking	Total Building Square Footage	Parking Ratio
Dealership 1A	288	178	110	24,813 [□]	1 space / 225[□]
Dealership 1B	434	297	137	33,167 [□]	1 space / 242[□]

Parking for the remainder of the project will also comply with Article 23, Section 25-23-10 in meeting the off-street parking requirements. The following are the pertinent parking standards:

- J. Offices (except medical offices and clinics): Not less than one (1) parking space for each four hundred (400) square feet of gross floor and or more than one (1) parking space for each three hundred (300) square feet of gross floor area, but not less than five (5) spaces.
- O. Restaurants drive-ins, fast foods and self-service and take out: One (1) parking space for each fifty (50) square feet of gross floor area, but not less than five (5) spaces. This requirement can be reduced when the Public Works Director finds the use shares parking and does provide delivery service.
- P. Restaurants, cafes, and coffee shops bars and other on sale liquor establishments: One (1) parking space for each four (4) seats, but not less than five (5) spaces.
- R. Retail stores, banks, and shopping centers: Not less than one (1) parking space for each three hundred (300) square feet of gross floor area or more than one (1) parking space for each two hundred (200) square feet of gross floor area, except storage and loading areas, but not less than five (5) spaces.

Fencing

Section 25-21-40 of the Zoning Regulations address fences. This section states that fences or walls at or under 8 feet in height may be placed along property lines on interior lots. Fences over 6 feet in height require a building permit. The Community Design Standards requires that the fence design shall be of a black wrought iron fence-like design for commercial development.

Landscaping

Article 22 of the Zoning Ordinance commencing with Section 25-22-10 addresses landscaping requirements. The Zoning Ordinance requires that not less than six percent (6%) of the interior area of all auto parking lots shall be devoted to permanent landscaping. The Zoning Ordinance also requires that shade trees shall be planted and evenly distributed within the uncovered portions of the auto parking area so that at the tree maturity forty percent (40%) of the parking stalls and back up area will be in shade at high noon at such times as the trees have full foliage.

It is staff's interpretation that parking spaces dedicated to vehicle display and inventory are not subject to the City's shade requirement. The applicant will, however, be landscaping and planting trees at the ends of the parking aisles.

The applicant is requesting a design exception from the Community Design Standards' requirement of planting trees in the berm along Interstate 5, similar to other developments along Interstate 5. The applicant is requesting that the landscaping along Interstate 5, adjacent to the dealerships, be modified to allow "view corridors" into the dealerships so that the auto displays are visible to the traveling public. The proposed landscape design is five (5) clusters of trees along the freeway and each cluster would contain five (5) trees, alternating between Ginkgo Biloba and African Sumac, both trees listed in the Community Design Standards plant palette.

The intent of the Community Design Standards' I-5 landscaping concept was to screen the rear of properties along the I-5 freeway. The auto dealership will be facing the freeway for freeway visibility.

The City's Community Design Standards provides for exceptions to the design requirements.

Exceptions

It is envisioned that the great majority of projects will comply in their entirety with these Design Standards. However, it is possible that there may be unusual circumstances where a project may not be able to meet one or more of the standards due to the peculiarities of the project. In such instances, the Community Development Director or the Planning Commission may approve an exception provided that the overall intent of the Design Standards is still being met.

It is staff's recommendations that the Planning Commission approved the landscape design exception. Unlike other commercial developments, auto dealerships are typically oriented towards the freeway. The clusters of trees in landscaped berm will provide visual interest without completely screening the auto dealerships.

The applicant is required to comply with the State of California's new Water Efficient Landscape Ordinance AB 1881. The landscape architect shall document and attest to the compliance with the new State ordinance on the final landscape plans. Applicant shall submit and obtain from the Community Development Department approval for final landscape and irrigation plans.

Signage

The applicant has submitted for review and is requesting approval a Comprehensive Sign Plan for the first phase of the project, the auto dealerships (**Attachment G – Comprehensive Sign Plans**). A Comprehensive Sign Plan allows the Planning Commission to consider the signs for a development and to approve sign plans that conform to the intent of the Sign Ordinance.

The City has two (2) City Council adopted documents for the regulation of signs and the preparation of a Comprehensive Sign Plan:

Zoning Ordinance: Article 22 of the Zoning Regulations, commencing with Section 25-23-01, addresses signs.

Community Design Standards: Chapter 2 of the Community Design Standards commencing with page 49 addresses sign design.

Comprehensive Sign Plans

1. The Sign Ordinance, Section 25-24-40 - Special Regulations, provides for the development of a Comprehensive Sign Plan.

*At the option of the owner and/or developer, a comprehensive sign plan may be provided for groups of businesses or for the whole of a shopping center development. Such a plan may regulate the location, size, height, color, lighting, orientation, and types of signs in the included area. The plans shall contain the signature of the owner and/or developer and that written and graphic information required to fully describe what shall and shall not be permitted in the development. Those plans that comply with this article's regulations may be approved by the Zoning Administrator. **Those plans that do not comply with this article's regulations in any manner may be approved by the Planning Commission if the plans conform with the intent of the article and result in an improved relationship between the various parts of the development.***

2. The Community Design Standards requires that a Comprehensive Sign Plan be prepared.

For commercial development with multiple tenants, a comprehensive sign program for the entire center is required. Such development can utilize a single monument sign on each street frontage that identifies the overall name of the center. Signs for individual tenants to be incorporated into the design of the project consistent with the other guidelines and standards for signage contained in these Design Standards and the City Sign Ordinance.

Comprehensive Sign Plans are intended to address the sign needs of larger developments such as shopping centers and mixed-use developments where due to their design, size, location, building scale, setbacks, mix of tenants and other characteristics, more flexibility with sign regulation is appropriate. The City typically requires comprehensive sign plans for commercial development in order to assure a coordinated approach to signs such that sign areas, design, locations, and types of signs are all pre planned to blend with the architecture of the center and result in superior design for the overall center. Typically, there are some trade offs involved whereby more sign area and more sign height are allowed in exchange for improved sign design and controls and overall sign quality. Often times the scale and location of the commercial center buildings result in situations where larger signs and taller signs are not unattractive and are an appropriate fit for the center. Due to the nature and location of this development, two auto dealerships setback back an average 171 feet from the adjacent freeway, there is an argument in favor of an allowing an increase in both sign area and height, to provide normal visibility.

In the Industrial zones, the Sign Ordinance provides for the following signage per parcel:

Zone	Maximum Sign Height		Minimum Setback from Property Line	Total Sign Area Per Business
	Wall Mounted Signs	Ground Mounted Signs		All Permanent Signs
Industrial	40 ft.	20 ft.	10 ft.	300^{sq}

The Panattoni Development Company on behalf of the auto dealers has submitted a Comprehensive Sign Plan (**Attachment G – Comprehensive Sign Plans**) for the project. The Comprehensive Sign Plan requests the following:

- (1) A development monument sign is proposed along Interstate 5, approximately 35 feet back of the property line. The sign would be placed upon the 7.5-foot tall multi-tier masonry base and planter. The sign cabinet would 10 feet wide by 34 feet tall with an overall sign area of 340 sq. ft and overall height of 41.5 feet. The sign is for development identification, with two panels, measuring 4'6" x 10' for the auto dealerships and 8 additional panels measuring 1'6" x 10' for future tenants. The materials and colors for the sign match the materials and colors on the proposed commercial development. This sign is proposed to be constructed out of wood or metal framing with aluminum tex-coating (stucco-like) background, brick base, and pre-cast trim. This freeway monument sign would have external "ground up" lighting as well as internal light for individual signs. **The proposed freeway monument sign exceeds the Sign Ordinance's height limitation of 20 feet for ground signs in Industrial (I) zone by 21.5 feet.**
- (2) One auto dealer identification monument sign to be placed at the entrance of the each auto dealership at Freeway Drive and Quality Circle. The monument sign will be an internally illuminated aluminum cabinet mounted on an integral concrete base with an overall dimension of 8.1 feet by 6.5 feet. **The Sign Ordinance allows only 1 monument sign per development and only a second ground sign on a parallel street.**
- (3) Hoblit Motors Wall Signs. The Hoblit Auto Dealership is proposing the following signage:

Hoblit Motors	
Type of Sign	Square feet
Business Identification	98.8
Informational Signs	199.2
Brand Logos	152.2
Monument Signs	73
TOTAL	523^{sq}

- (4) Woodland Motors Wall Signs. The Woodland Motors auto dealership is proposing the following signage:

Woodland Motors	
Type of Sign	Square feet
Business Identification	82.5
Informational Signs	187.4
Brand Logos	271.5
Monument Signs	73
TOTAL	614^{sq}

The additional signage is needed in order to provide the auto dealerships with adequate sign area to promote national brand recognition and to provide customers with business information and services. The business identification and information signs will be internal illuminated individual pan channel letters mounted on the wall. The brand logos will be internal illuminated cabinet signs. **The proposed walls signs exceed the Sign Ordinance's total square footage allowance of 300 square feet in the Industrial (I) zone.**

SIGN SUMMARY	<u>Requested Sign Allowance</u>		<u>Sign Ordinance</u>	
	Wall Sign	Monument Sign	Wall Signs	Monument Sign
Panattoni Development	n/a	41'6" - overall height 21'6" additional height	n/a	exceeds 20-foot maximum
Hoblit Motors	523 ^{sq} 223 additional sq. ft.	1 additional monument sign	Exceeds 300 Sq. Ft. Maximum	1 monument Sign per Development
Woodland Motors	614 ^{sq} 314 additional sq. ft.	1 additional monument sign	Exceeds 300 Sq. Ft. Maximum	1 monument sign per development

Staff recommends a condition (#15) that the freeway monument sign be further enhanced with additional brick treatments to include the following: a larger masonry base and masonry columns on either side of the sign cabinet to the top of the tallest auto dealership panel.

COMMUNITY DESIGN STANDARDS

The project site is subject to the Community Design Standards.

Public Art

Per the Community Design Standards, the project is required to incorporate public art into the development. The final art proposal is to review by the Planning Commission. The applicant has proposed that the public art will be reviewed at a later date.

Design Standards for Development

Design elements and qualities that are to be incorporated into new industrial construction include:

- ❖ Variety of surface texture for all building elevations.
- ❖ Wall articulation and relief (off sets in wall surface planes, awnings, trellises, etc.).
- ❖ Significant landscaping that complements the buildings, both along the building and property lines.
- ❖ Projection that helps identify the entrance

The proposed project is subject to the design requirements of the Community Design Standards' in the Entryway Overlay Zone. The architectural design requirements are that the exterior design

of the building to fit the image of “Historic Woodland” and be less contemporary in appearance. Building elevations shall have traditional materials, forms, colors, and massing.

Staff’s review of the building elevations finds the design incorporates the elements and qualities required by the Community Design Standards, such as a variety of surface textures, wall articulation, and relief. The numerous columns and arches help to break up the building appearance and the building façade uses various colors and materials to provide visual interest. The design combines both a modern dealership showroom façade, a requirement of the auto manufacturers, with a traditional masonry design, reminiscent of historic Woodland.

ARCHITECT’S DESIGN CONCEPT:

Hoblit Motors Design Concept:

“This building is located in Woodland’s EOZ zone, requiring design elements reminiscent of historical Woodland. The design concept was to be sensitive the historic design criteria of the area while providing branding elements satisfying the manufacturer’s design elements. The building is primarily concrete masonry units in different colors and textures. Pilasters and arches as well as frieze and cornice elements are incorporated to break up the façade and to provide historical context to the project. Wall mounted light sconces are included to further break up the façade and add interest in the evening hours. Branding elements have been used in primarily the showroom portion of the building as well as large elements of glazing for product visibility. Transom type windows and provided at the glass areas to further incorporate historical elements. Parking lot paving as well as flatwork areas incorporate different textures and colors to add interest and enhance the historical quality of the project”- Forrar Williams Architects.

<u>MATERIALS for Hoblit Motors</u>	<u>COLORS</u>
Aluminum Composite Material	Silver Metallic
Aluminum Composite Material	HPA High Polished Aluminum
Split-Face Block, Basalite, CMU 1	Beige
Split-Face Block, Basalite, CMU 2	Beige & Rust
Shot-Blast Block, Basalite, CMU 3	Beige
Windows Systems	Clear Glass & Anodized Aluminum Frame
Seam Metal Mechanical Screen	Painted Silver Metallic

Woodland Motors Design Concept

“This building is located in Woodland’s EOZ zone, requiring design elements reminiscent of historical Woodland. The design concept was to be sensitive the historic design criteria of the area while providing branding elements satisfying the manufacturer’s design elements. The building is primarily concrete masonry units of varying colors and textures. Pilasters, frieze and cornice elements are incorporated to break the façade planes and provide historical context to the project’s exterior. Wall mounted light sconces further add interest and illuminate the facade during the evening hours creating a warm and welcoming appearance. Branding elements have been used in primarily the showroom portion of the building complemented by large elements of glazing for product visibility and building transparency. Transom windows and provided at the glass areas to further incorporate historical elements. Parking paving and the flatwork

incorporate different textures and colors to further add interest and enhance the historical quality of the project” - Forrar Williams Architects.

The materials and colors being proposed include:

<u>MATERIALS for Woodland Motors</u>	<u>COLORS</u>
Aluminum Composite Material	Bright Aluminum Metallic
Aluminum Composite Material	Chevrolet Blue
Aluminum Composite Material	Brushed Hairline Aluminum
Split-Face Block, Basalite, CMU 1	Gray
Split-Face Block, Basalite, CMU 2	Gray & Dark Gray mixed
Shot-Blast Block, Basalite, CMU 3	Gray
Windows Systems	Clear Glass & Anodized Aluminum Frame
Seam Metal Mechanical Screen	Painted Silver Metallic

The building design as conditioned is consistent with the Community Design Standards.

Performance Standards

In addition, any proposed project will be required to meet all City Performance Standards for the Industrial zone:

- A. *Front landscaping area shall extend to the valley gutter.*

The project proposes 15 feet of landscaping immediately behind the sidewalk along the south side of East Main Street. This is in excess of the minimum code requirement of 8 feet.

- B. *A conditional use permit shall be required for assembly, fabricating, manufacturing, processing or storage of goods, materials or products in buildings or enclosed yards which may create dust, fumes, noise, odors, smoke or vibration in volumes to be offensive or objectionable beyond the premises or for any use which put a significant demand on city services (e.g., water, sewer, etc.)*

It is not anticipated that the project will generate sufficient dust, fumes, noise, odors, smoke, or vibration in volumes to be offensive or objectionable.

- C. *Fencing and landscaping adequate to screen development from adjacent residential zones along rear and side property lines.*

There is no residential zoning adjacent to this property.

- D. *Outside storage of solid wastes and containers for solid waste, merchandise, or other items or goods awaiting pickup, sale, or other disposition shall be prohibited except when screened to the satisfaction of the Planning Commission or the Zoning Administrator.*

Outside storage is not contemplated other than motor vehicles.

- E. Additional landscaping may be required in order to provide an aesthetically pleasing entrance to the City, if appropriate.*

As previously mentioned, the project proposes 15 feet of landscaping immediately behind the sidewalk along the south side of East Main Street. This is in excess of the minimum code requirement of 8 feet. A 30-foot wide enhanced landscaped berm has been provided along Interstate 5 in accordance with the Community Design Standards similar to other development along Interstate 5.

- F. Light sources shall be directed and shielded so as to not illuminate neighboring residential areas.*

There are no residential areas adjoining this property. Lighting will be reviewed at building permit to ensure appropriate shielding is provided similar to Costco.

SUBSTANTIAL CHANGES

At the discretion of the Community Development Department, any substantial modifications or changes to the approved master site plan and /or uses may result in further CEQA and traffic analysis and further public hearings.

APPEAL

The subdivider, or any party adversely affected by the decision, the city council, an individual city council member, or the city manager, may appeal any action of the planning commission with respect to a tentative map to the city council **within ten days** after the action of the planning commission. No conflict of interest shall exist solely by reason of the filing of an appeal by the city council, an individual city council member, or the city manager. Any such appeal shall be filed with the city clerk and, except an appeal by the city council, a city council member, or the city manager, shall be accompanied by a filing fee as prescribed by city council resolution. Upon the filing of an appeal, the city clerk shall set the matter for hearing. Such hearing shall be held within thirty days after the date of filing the appeal. Within ten days, or at its next regular meeting following the conclusion of the hearing, the city council shall render its decision on the appeal.

SUMMARY

The applicant is requesting approval of (1) Tentative Parcel Map No. 5009, (2) conceptual master site plan for the 24.363-acre mixed-use development project with retail, office, food service, and auto dealerships, and (3) Site Plan and Design Review for Phase 1 of the proposed development, the two auto dealerships. The City prepared and circulated a draft Mitigated Negative Declaration for a 30-day comment period and concluded that the project with mitigations will not have any significant effects on the environment.

Staff recommends approval of the proposed project subject to the recommended conditions of approval for the tentative parcel map and city code requirements attached to this report.

RECOMMENDATION

Staff recommends approval of the project by making an affirmative motion as follows:

Motion #1 Move That The Planning Commission Approve The Tentative Parcel Map No. 5009, Conceptual Master Site Plan, and Site Plan and Design Review,

Comprehensive Sign Plan For Phase 1 Of The Panattoni Development Company Project Based On The Identified Findings Of Fact And Subject To The Identified Conditions Of Approval, By Taking The Following Actions:

- 1 Determine that the project, as conditioned, is consistent with the General Plan.
- 2 Determine that the project, as conditioned, is consistent with the Zoning Ordinance.
- 3 Determine that the project, as conditioned, is consistent with the Subdivision Ordinance.
- 4 Determine that the project is consistent with the Community Design Standards Plan.
- 5 Approve the Tentative Parcel Map #5009, located South of East Main Street, North of Interstate 5, West of Quality Circle, and East of Freeway Drive in the City of Woodland, Yolo County, California, 95776 (APN 027-851-024) into eight (8) parcel as identified by the attached tentative parcel map;
- 6 Approved the Conceptual Master Site Plan, and Site Plan and Design Review, Comprehensive Sign Plan, Design Exception For Phase 1 Of The Panattoni Development Company located South of East Main Street, North of Interstate 5, West of Quality Circle, and East of Freeway Drive in the City of Woodland, Yolo County, California, 95776 (APN 027-851-024).

-OR-

Should the Commission decide to deny either one of the project, the motion should be made as follows:

Motion #2 Move That The Planning Commission Deny The Tentative Parcel Map No. 5009, Conceptual Site Plan, and Site Plan and Design Review For Phase 1 Of the Panattoni Development Company Project Based On The Identified Findings Of Fact (Specify Findings)

ATTACHMENTS:

- A. Application & Plans
- B. Comments from Public and other Agencies
- C. Applicable City Codes & Regulations
- D. Mitigated Negative Declaration
- E. Letter from OPR dated May 4, 2012
- F. Industrial Land Uses in the EOZ
- G. Comprehensive Sign Plans

Findings For The Proposed Panattoni Mixed-Use Development Project and Tentative Parcel Map No. 5009. Prepared for approval by the Woodland Planning Commission on May 17, 2012

CEQA Findings:

1. The Planning Commission has considered the proposed Mitigated Negative Declaration before making a decision on the project.
2. The Planning Commission has considered comments received on the Mitigated Negative Declaration during the public review process.
3. The Planning Commission finds that the Environmental Checklist/Initial study identified no potentially significant effects on the environment.
4. The Mitigated Negative Declaration has been prepared in compliance with CEQA and the State CEQA Guidelines, and is determined to be complete and final.
5. The Mitigated Negative Declaration reflects the independent judgment and analysis of the City of Woodland.
6. The Planning Commission hereby adopts the Panattoni Mixed-Use Development Project and Tentative Parcel Map No. 5009 Mitigated Negative Declaration.
7. The custodian of the documents, and other materials, which constitute the record of proceedings is the Community Development Director. The location of these items is the office of the Community Development Department at City Hall Annex, 520 Court Street, Woodland, California 95695.

General Plan Consistency Findings

1. The proposed project, as conditioned, is consistent with the provisions outlined by the General Plan.

Zoning Consistency Findings

1. The proposed project, as conditioned, meets all regulatory requirements of the Zoning Ordinance.
2. Mixed-Use Development is permitted in the Entryway Overlay Zone - Industrial / Planned Development (EOZ - I/PD).

Tentative Parcel Map Findings:

1. The proposed project, as conditioned meets all regulatory requirements of the Subdivision Map Act and the City of Woodland Subdivision Ordinance.
2. The conditions of approval are reasonably related to the use of the property.

Community Design Standards Findings

1. The project substantially satisfies the design requirements of the Community Design Standards for development within the City of Woodland.
3. The public art will be reviewed by the Woodland Planning Commission.

CITY OF WOODLAND CONDITIONS OF APPROVAL – May 17, 2012**PLANNING**

1. The project is as described in the staff report prepared for the May 17, 2012, Planning Commission meeting.
2. The project shall be carried out in substantial compliance as depicted on the Tentative Parcel Map #5009, dated 2/16/12. The project shall be constructed as depicted on the Conceptual Exterior Elevations dated 2/22/12, and Conceptual Site Plan dated 2/23/12 and Landscape Plans dated 4/25/12, Comprehensive Sign Plan dated 2/22/12 included in the staff report, except as modified in these conditions of approval and with any changes necessary to meet City codes and specifications.
3. The applicant shall defend, indemnify, and hold harmless the City of Woodland, its agents, officers or employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void or annul an approval of the subject application by the City, its legislative body, advisory agencies or administrative officers. The City will promptly notify the applicant of any such claim, action or proceeding against the City and the applicant will either, at the City's discretion, undertake defense of the matter and pay the City's associated legal costs, or will advance funds to pay for defense of the matter by the City Attorney.
4. Secure approval and satisfy requirements of all agencies that have jurisdiction.
5. The applicant will be required to file a copy of the recorded instruments with the City of Woodland Community Development Department and the Public Works Department upon recordation of the revised parcels.
6. Prior to final map shall applicant demonstrate that access and/or parking easements shall serve all Parcels 1, 2, 3, 4, 5, 6, 7, & 8.

Site Plan Review

6. Applicant shall comply with the State of California's new Water Efficient Landscape Ordinance AB 1881. The landscape architect shall document and attest to the compliance with the new State ordinance on the final landscape plans.
7. Enter into a landscape Maintenance Agreement. A Landscape Maintenance Agreement with the City shall be recorded prior to issuance of a building permit to assure continuing maintenance.
8. The public art for the project shall be reviewed and approved by the Planning Commission and installed prior to issuing the Certificate of Occupancy.
9. The freeway monument sign shall be further enhanced with additional brick treatments to include the following: a larger masonry base and masonry columns on either side of the sign cabinet to the top of the tallest auto dealership panel to the satisfactory to the Community Development Department.

DEVELOPMENT ENGINEERING - Tentative Map Conditions**Fees:**

10. The Owner shall pay all required fees for processing final maps (technical check) with final map submittal.
11. Applicant shall pay development impact and surface water fees prior to issuance of building permit, and shall pay fees in effect at the time of building permit.
12. The conditions of approval set forth herein include certain fees, dedication requirements, reservation requirements and/or other exactions. Pursuant to Government Code, Section 66020(d), these conditions constitute written notice of the amount of such fees, and a description of the dedications, reservations and other exactions.
13. The applicant is hereby notified that the 90-day protest period, commencing from the date of project approval, has begun. If the applicant fails to file a timely protest regarding any of the fees, dedication requirements, reservation requirements and/or other exactions contained in this notice, complying with all the requirements of Government Code, Section 66020, the applicant will be legally barred from later challenging such fees, dedications requirements, reservation requirements and/or other such exactions. Notwithstanding the foregoing, the City does not waive any rights it may have to enforce any settlement agreement, memorandum of understanding, or other agreement with the applicant which authorizes the City to impose certain fees, and which may waive the applicant's right to challenge the imposition of some or all of the fees, dedication requirements, reservation requirements, and/or other exactions set forth in these conditions of approval.

Prior to approval of final map complete/construct

14. A 10" public water main connecting the mains in Freeway drive and Quality Circle. The alignment shall be subject to approval of the City.
15. Extend Freeway drive and construct a City standard 65 foot radius industrial cul de sac with street lights, sidewalks, water, sewer, storm drain, fire hydrants, and appurtenances.
16. Developer shall install a multi way stop at the intersection of Freeway Drive and East Main Street. Construction shall include advance warning signs and flashing beacons (with the warning signs) as determined by the City. Advanced flashing beacons may be solar powered subject to submittal review by the City.

Construct with building permit

22. Prior to issuance of a building permit the applicant shall obtain an encroachment permit for the construction of public improvements and post any security determined necessary by the City Engineer. Public improvements shall including utility connections, sidewalks, curb, gutter, driveway as prescribed below for all parcels in conditions 2 & 3 and individual parcels as described in conditions 4-7:
23. Each parcel shall install a stop sign to control egress from its site at its driveway.

24. Each parcel shall construct separate services for water, storm water and sewer connections. Landscaping and potable water shall be separate metered connections. Fire, Landscaping, and potable water services shall all have back flow devices.
25. For Parcels 1 & 2 the applicant shall either Prior to or at the time of building permit:
- a) Obtain an encroachment permit and Construct the following public improvements: Driveways for each parcel.
 - b) The site plan shall mark the fire access lane with signs and red curbs to the satisfaction of the Fire Marshal. A gate shall not be allowed between parcel 1 and parcel 2.
 - c) On site improvements shall be coordinated with 24" waterline to be constructed in the easement in item 2 under "Easement Dedications, Right of Way, and Map Restrictions".
26. For Parcel No. 3 the applicant shall either Prior to or at the time of building permit obtain an encroachment permit and Construct the following public improvements:
- a) Unless determined otherwise by the City Engineer project shall install a City standard Street light along the Quality Circle Street Frontage.
 - b) Driveway for the parcel.
27. For Parcels No.s 5, 6, 7, 8 the applicant shall either Prior to or at the time of building permit obtain an encroachment permit and Construct the following public improvements:
- a) Installation of a Street Light in accordance with City standards. This will require 4 street lights, one for each parcel as shown on the tentative map, should parcels be adjusted 4 street lights shall be required along the frontage with each developing parcel taking care of its proportional share.
 - b) Construction of the main driveway on East Main Street shall include 40:1, 6 foot tapers on each side of the driveway, or an alternative design for a high speed driveway as approved by the City Engineer.
 - c) Unless otherwise approved by the City engineer driveways shall have throat depths in accordance with City standards.
28. Prior to building permit applicant shall model fire flow demand for the water system and shall construct additional water infrastructure necessary to support development at the time of building permit.

Site Design and Frontage Improvements

29. Project shall underground existing overhead utilities within the site.
30. Project shall abandon any on site wells with construction of site improvements.

Easement Dedications, Right of Way, and map restrictions

31. Final map shall dedicate a PUE to the City of 15' in width to along the alignment of the public 10" water main connection between Freeway drive and Quality Circle. The easement shall be free of structures.
32. Final map shall dedicate a water main construction and maintenance easement along the east side of parcel 2 adjacent to the existing AT&T easement, 70' in width. The easement shall be free of structures. Should the property owner, negotiate with the Woodland-Davis Clean Water Agency and sell a similar easement, have a right of way contract for a similar easement, or be in escrow for such an easement prior to final map; the final map shall reflect said easement on the property to the satisfaction of the City Engineer, and additional dedication will not be needed.
33. The final map shall dedicate a fire and emergency vehicle access and evacuation easement to the City of Woodland between Freeway Drive and Quality Circle. The width of the easement shall be 20'. The site plan shall mark the fire access lane with signs and red curbs. A gate shall not be allowed between parcel 1 and parcel 2
34. Final map shall dedicate Right of way for 40:1 6 foot tapers centered on the forty foot easement (one taper each side of the easement) to accommodate proposed main drive way entrance, and modify the existing PUE accordingly.
35. Final map shall dedicate a chord as shown on the northeast corner of parcel 5
36. The final map shall dedicate the extension of freeway drive and a 65 foot radius cul de sac on parcel 1
37. Final map shall dedicate adequate easements necessary for the access to all parcels until superseded by direct access to a public road. Furthermore, the final map shall dedicate easements to allow connection of sewer and storm drain facilities across parcels, so that each parcel may attach to the public system. Easements may be dedicated through one of the following mechanisms:
 - a. A legally binding CC&R document, reviewed and approved by the City and recorded on the title of the land;
 - b. Entering into an Agreement for Conveyance of Easements and record it against the property prior to final map and having map reference the agreement; or
 - c. Including a statement on the final map as follows: We hereby reserve easements for reciprocal private access, drainage, utilities, and maintenance, on, over, and across Parcels 1,2,3 and 4 these easements shall bind and insure to the benefit of the heirs, administrators, executors, and successors of the grantors and are for the benefit of each of Parcels so described.

General Conditions

38. If the final map is requested prior to the construction of required improvements, applicant shall prepare improvement plans for all work within the public right-of-way or public easements and submit them to the Development Services division and enter into an improvement agreement and post security in the amount of 100% performance bond, 50% payment bond and 10% warranty bond.

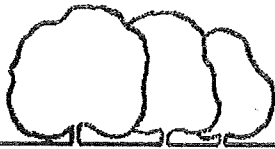
39. For improvements required at building permit, the applicant shall prepare improvement plans for all work within the public right-of-way or public easements and submit them to the Public Works department with encroachment permit application for review and approval. Prior to building permit issuance, applicant shall obtain encroachment permit, post security for the full cost of the public improvements, and enter an Improvement Agreement if the estimated cost of the public improvements is greater than \$50,000. This submittal is separate from the building permit submittal. All public improvements shall conform to the current City of Woodland Standard Specifications.
40. Applicant shall submit an application for reapportionment of assessments with the parcel map.
41. Backflow protection devices are required on all commercial, domestic, fire, and landscape irrigation water services for the project. Backflow devices shall be tested by a City-approved tester and results provided to the Public Works Department prior to occupancy.
42. The site is currently within the 100 year flood plain, and building pad elevation shall meet City Code and FEMA requirements.
43. Design of the sites shall not impede the flood way and shall be modeled, project shall not create a significant (1 foot) increase in flood depth. This requirement may dictate site design and orientation of buildings.
44. Each parcel shall enter into a Storm Water Treatment Device Access and Maintenance Agreement prior to the issuance of a building permit or encroachment permit that connects the onsite storm drain system to the public system.

Yolo County Environment Health

45. Prior to handling hazardous materials in quantities than 55-gallons, 500-pounds, or 200-cubic feet, or generating hazardous waste at the facility, a Hazardous Material/Waste Application Package (Business Plan) shall be completed and submitted to Yolo County Environmental Health (YCEH). For information call YCEH at (530)666-8646. This applies to automobile dealership, repair shops, etc. that are planned for the development.
46. Proposed project will connect to both City of Woodland wastewater and potable water systems.
47. Any unused well or septic systems discovered during the development project must be abandoned under permit with Yolo Environmental Health.
48. Persons conducting retail distribution of food, beverage or ice must have a current valid permit with Yolo County Environmental Health. Prior to distribution, an application and appropriate fee must be submitted to our office and a valid permit must be displayed at the business.

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ATTACHMENT A



City of Woodland

520 Court St, Woodland CA 95695 (530) 661-5820 Fax (530) 406-0832

Community Development Department

GENERAL APPLICATION FORM

This application form is required as part of any request to process the planning actions listed below. In addition, the City of Woodland Zoning Code requires specific material to be submitted in conjunction with this form.

Other required items are indicated on the accompanying instruction packets and development brochures. It is the applicant's responsibility to insure that application packages are complete and accurate.

NOTE: AN INCOMPLETE APPLICATION CANNOT BE SCHEDULED FOR PUBLIC HEARING

1 Application Requested

Project No. _____	☐ General Plan Amendment	☐ Lot Line Adjustment	☒ Site Plan Review
Amount Paid: \$ _____	☐ Rezone	☐ Variance	☒ Design Review
Amount Due: \$ _____	☐ Tentative Subdivision Map	☐ Use Permit (CUP)	☐ Zoning Administrator Permit (ZAP)
	☒ Tentative Parcel Map	☐ Planned Development Permit	☐ Other
	☐ Vesting Tentative Map		
Is this request part of another application? Yes _____ No ☒ If so, what? _____			

2 Project Description

Site address or location: <u>EAST MAIN STREET BETWEEN FREEWAY DR. & QUALITY CT., WOODLAND, CA</u>	Project Name: <u>PDC QUALITY CIRCLE</u>
Assessor's Parcel Number: <u>027-851-024</u>	Is this project located in a Redevelopment Area? ☐ Yes ☒ No
Total Acres: <u>24.363 ACRES</u>	Does this request include signage? ☐ Yes ☒ No
Is Your Project Located in a Flood Zone? Yes ☒ No _____	

3 Justification for Request



On a separate sheet, explain in detail your request and why you believe your request is justified.

4 Owner/Applicant

OWNER: P-GST TRUST	APPLICANT: PANATTONI DEVELOPMENT COMPANY
ADDRESS: 8775 FOLSOM BLVD., SUITE 200	ADDRESS: 8775 FOLSOM BLVD., SUITE 200
CITY STATE ZIP CODE SACRAMENTO, CA 95828	CITY STATE ZIP CODE SACRAMENTO, CA 95828
PHONE: (916)379-1127	PHONE: (916)379-1127
E-MAIL ADDRESS tschaedler@panattoni.com	E-MAIL ADDRESS tschaedler@panattoni.com

5 General Plan Amendment

Existing General Plan Designation	Gross Acres	Proposed General Plan Designation	Gross Acres
N/A			

6 Rezoning Request

Existing Land Use Zone	Gross Acres	Proposed General Plan Designation	Gross Acres
N/A			

7 Residential Development

How many residential units are being requested? ? <u>N/A</u>	How many lots will be created by this project? _____
Single Family _____ Half-plex _____	Do you intend to market the units for sale? Yes _____ No _____
Duplex _____ Apartments _____	Do you intend to market the units for rent? Yes _____ No _____
Condominiums _____ Other _____	
Townhomes _____ Total Units _____	

8 Commercial/Industrial Development

Indicate the type of commercial/industrial development proposed:	Indicate the gross and leasable square footage for each type of development:
MIXED USE DEVELOPMENT	
SEE ATTACHED PROJECT DESC.	

9 Authority to File Application

Check one: ☒ Ownership ☐ Power of Attorney* ☐ Contract to Purchase* ☐ Other (specify) _____ * Attach Evidence of Authority	I hereby certify that the above information and accompanying documents are true and accurate to the best of my knowledge and acknowledge that the processing of this application may require additional fees and expenses for the preparation of necessary environmental documentation and planning studies. I certify that I have reviewed the current Hazardous Waste and Substances Site List, developed pursuant to AB 3750, and found that my project is not on the list. APPLICATION WILL NOT BE ACCEPTED WITHOUT SIGNATURE OF LEGAL OWNER OR OFFICIAL AGENT Applicant: <u>Sancti Development Co</u> Date: _____ Legal Owner: <u>P-6 ST TRUST</u> Date: _____ Legal Owner: <u>[Signature]</u> Date: REVISED 01-30-12
RECEIVED DEC 20 2011 Place Date Received Stamp Here City of Woodland	
DEPARTMENT USE ONLY	
G.P. Designation: _____ Zoning Designation: _____	Request: _____
Applicable Zoning Code Sections: _____	_____
Hearing Body: _____	_____
Environmental Determination: _____	Logged by: _____ Date: _____
	Planner: _____ Date: _____

STATEMENT OF JUSTIFICATION

TENTATIVE MAP & MIXED USE APPLICATION FOR PANATTONI INVESTMENTS, LLC APN 027-851-24

This Tentative Map and Site Plan Application are being submitted to accommodate development of Assessor's Parcel Number 027-851-024, located on East Main Street between Freeway Drive and Quality Court.

Proposed project includes Tentative Map to accommodate a Mixed Use Development of 24.363 acres with a Phase 1 consisting of two auto dealerships on Parcels A and B. Phase 2 will consist of locations for future retail, office and food services. This development would occur on vacant land, fronts Interstate 5, and is surrounded by previous industrial and highway commercial developments.

PROJECT DESCRIPTION

TENTATIVE MAP & MIXED USE APPLICATION FOR PANATTONI INVESTMENTS, LLC APN 027-851-24

The project is located north of Interstate-5 between Freeway Drive and Quality Circle on vacant land surrounded by previous industrial and highway commercial developments. The 24.363 acre development is being developed in two main phases. Initial Phase 1 would include locations for two local auto dealerships on 11.91 acres and Phase 2 includes locations for future retail, office and food service development on the remaining 12.453 acres. The project will require a Tentative Parcel Map to subdivide the parcel into 8 lots to allow individual development of each parcel. The project would enhance the character of the area and complete infill development of the parcel. The project used of the parcels is as follow:

PHASE 1

Parcel 1

- | | |
|--|------------|
| • Site area including road & buffer | 4.84 Acres |
| • Woodland Hoblit Motors Automobile Dealer (single story | 23,821 SF |
| • Car Wash (single story) | 992 SF |
| • parking provided | 285 stalls |

Parcel 2

- | | |
|--|------------|
| • Site area including road & buffer | 7.07 Acres |
| • Woodland Motors Automobile Dealer (single story) | 29,675 SF |
| • Detail shop (single story) | 2,500 SF |
| • Car wash (single story) | 992 SF |
| • Parking provided | 429 stalls |

**TENTATIVE MAP & MIXED USE APPLICATION FOR
PANATTONI INVESTMENTS, LLC APN 027-851-24**

PHASE 2

Parcel 3

- Site area 2.62 Acres
- Professional office (one story, not to exceed) 18,500 SF
- Parking provided 188 stalls

Parcel 4

- Site area 4.37 Acres
- Professional office (two story, not to exceed) 64,000 SF
- Parking provided 337 stalls

Parcel 5

- Site area 1.12 Acres
- Food (single story, drive thru, not to exceed) 2,500 SF
- Parking provided 51 stall

Parcel 6

- Site area 1.12 Acres
- Retail (single story, not to exceed) 8,200 SF
- Parking provided 58 stalls

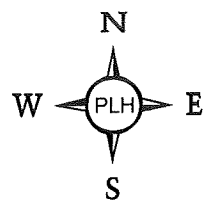
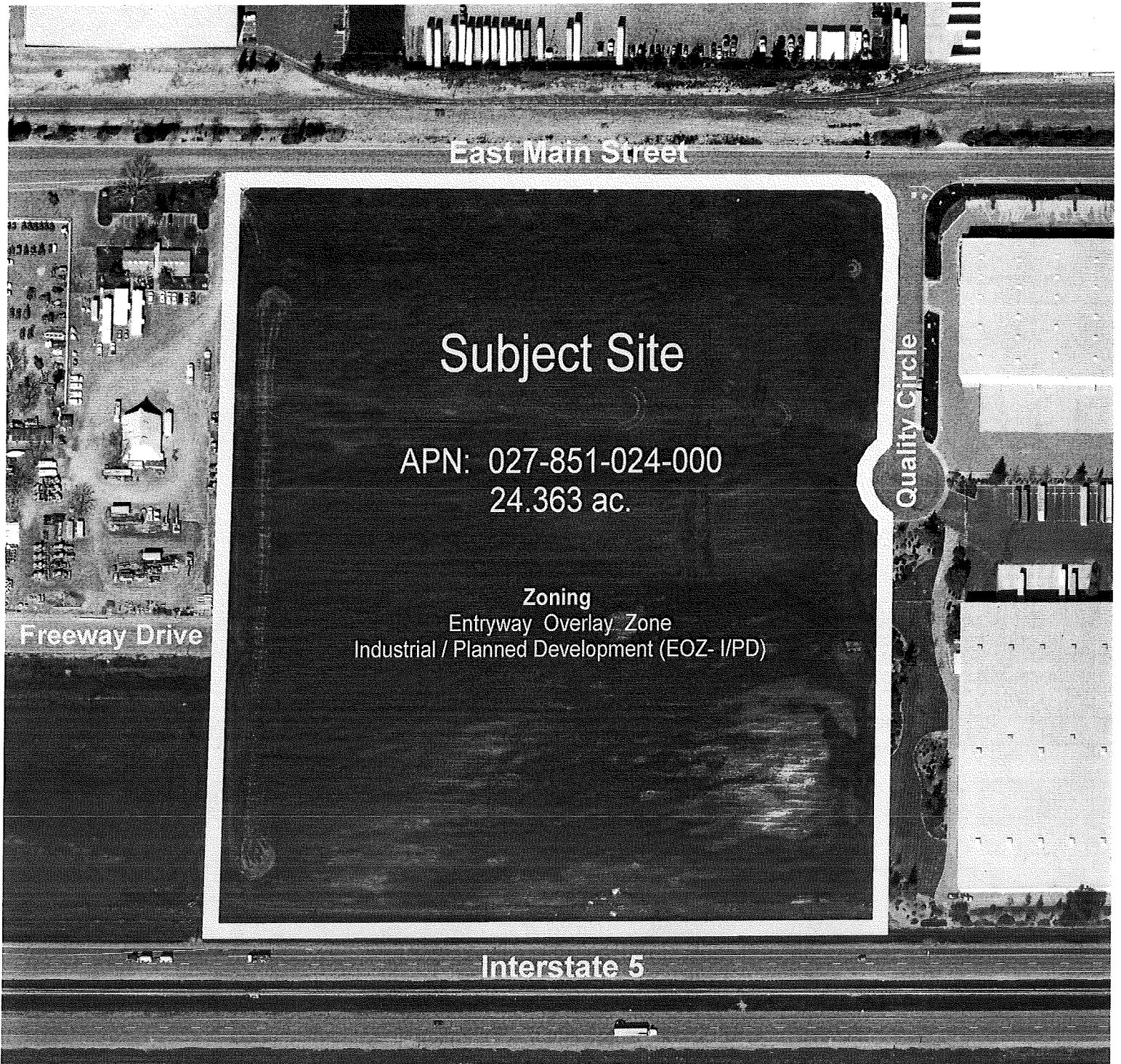
Parcel 7

- Site area 1.12 Acres
- Retail (single story, not to exceed) 10,000 SF
- Parking provided 51 stalls

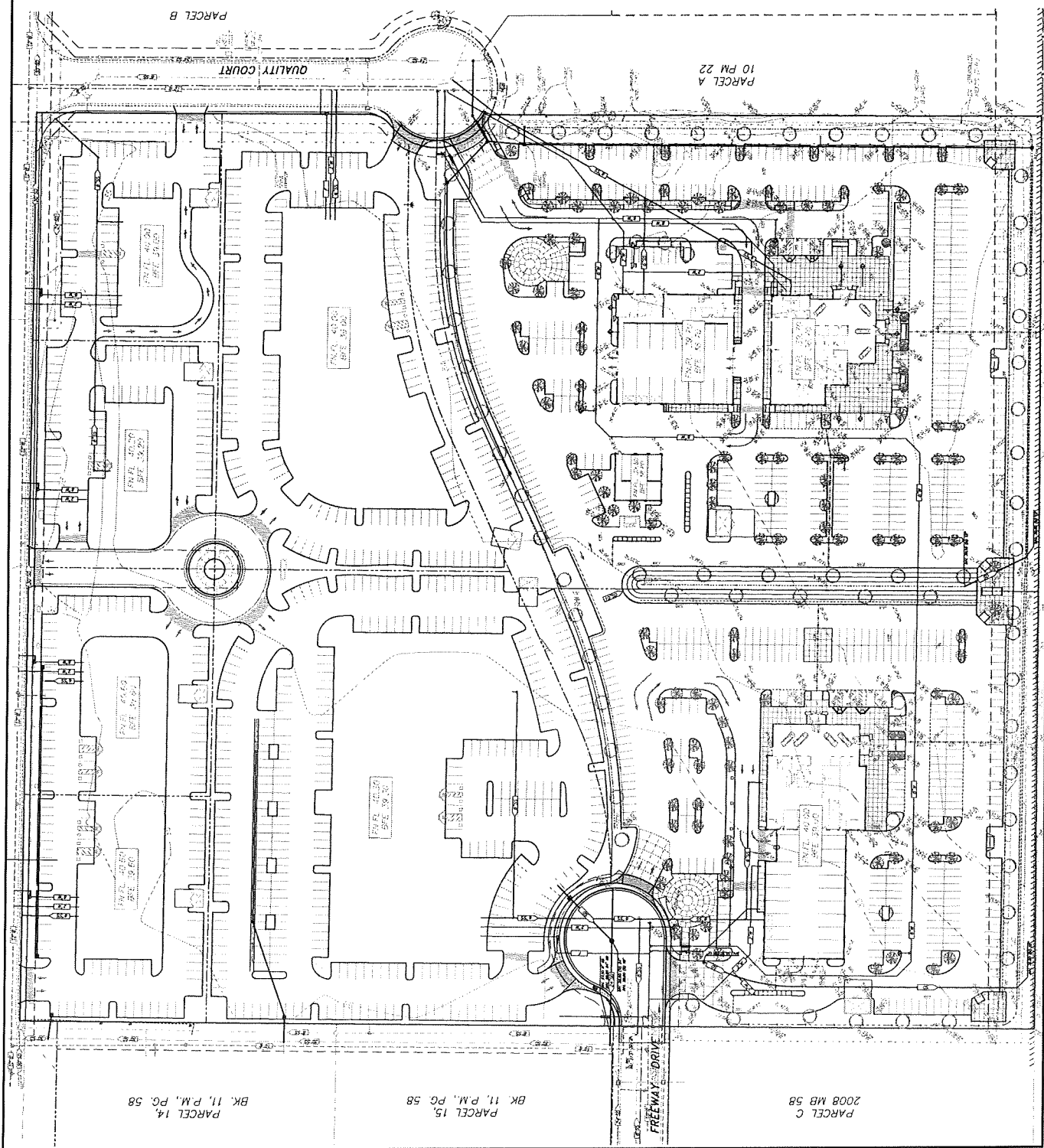
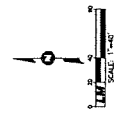
Parcel 8

- Site area 1.12 Acres
- Retail (single story, not to exceed) 10,000 SF
- Parking provided 67 stalls

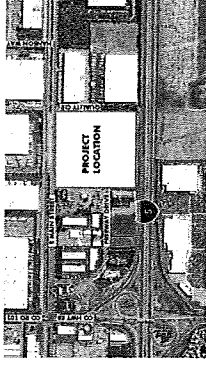
Panattoni Project Site



TENTATIVE
 PARCEL MAP NO. 5009
 PRELIMINARY PLANNING
 AND UTILITY PLAN
 A PORTION OF THE WEST 1/2 OF THE NORTH
 QUARTER OF SECTION 10, TOWNSHIP 12N, RANGE 2E, CALIFORNIA
 CITY OF RICHMOND, CALIFORNIA
LM LAUGENOUR AND MEKLE
 CIVIL ENGINEERS
 1000 RICHMOND AVENUE, SUITE 100, RICHMOND, CA 94804
 SHEET 2 OF 2
 REVISION: APRIL 2, 2012



VICINITY MAP

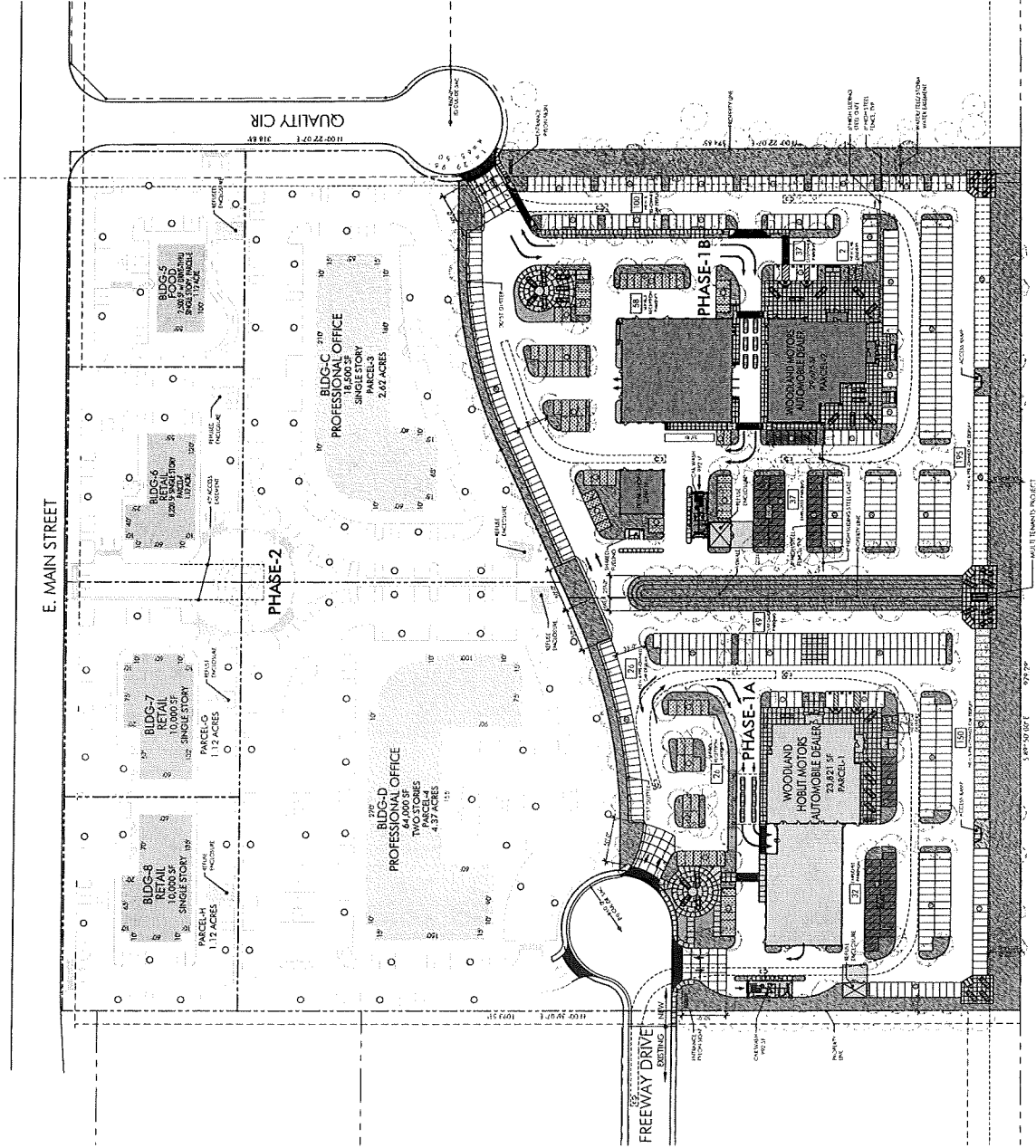


SITE DEVELOPMENT SUMMARY:

PARCEL-1	- SITE AREA INCLUDING ROAD & BUFFER - HOBUT MOTORS AUTOMOBILE DEALER - CAR WASH - PARKING PROVIDED	4.84 ACRES 23,821 SF 992 SF 285 STALLS
PARCEL-2	- SITE AREA INCLUDING ROAD & BUFFER - WOODLAND MOTORS AUTOMOBILE DEALER - DETAIL SHOP - CAR WASH - PARKING PROVIDED	7.07 ACRES 29,675 SF 2,500 SF 992 SF 429 STALLS
PHASE-2:		
PARCEL-3	- SITE AREA - PROFESSIONAL OFFICE (NOT TO EXCEED)	2.62 ACRES 18,500 SF
PARCEL-4	- SITE AREA - PROFESSIONAL OFFICE (NOT TO EXCEED)	4.37 ACRES 64,000 SF
PARCEL-5	- SITE AREA - FOOD (NOT TO EXCEED)	1.12 ACRES 2,500 SF
PARCEL-6	- SITE AREA - RETAIL (NOT TO EXCEED)	1.12 ACRES 8,200 SF
PARCEL-7	- SITE AREA - RETAIL (NOT TO EXCEED)	1.12 ACRES 10,000 SF
PARCEL-8	- SITE AREA - RETAIL (NOT TO EXCEED)	1.12 ACRES 10,000 SF

PARKING LEGEND

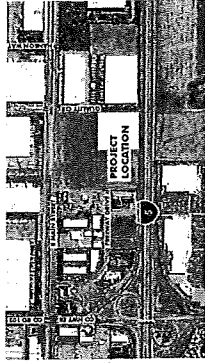
[Symbol]	CUSTOMER PARKING
[Symbol]	SERVICE RECEPTION PARKING
[Symbol]	NEW CAR DELIVERY
[Symbol]	EMPLOYEE PARKING
[Symbol]	NEW & PRE-OWNED CARS
[Symbol]	MISCELLANEOUS PARKING



INTERSTATE 5

MASTER PLAN

VICINITY MAP



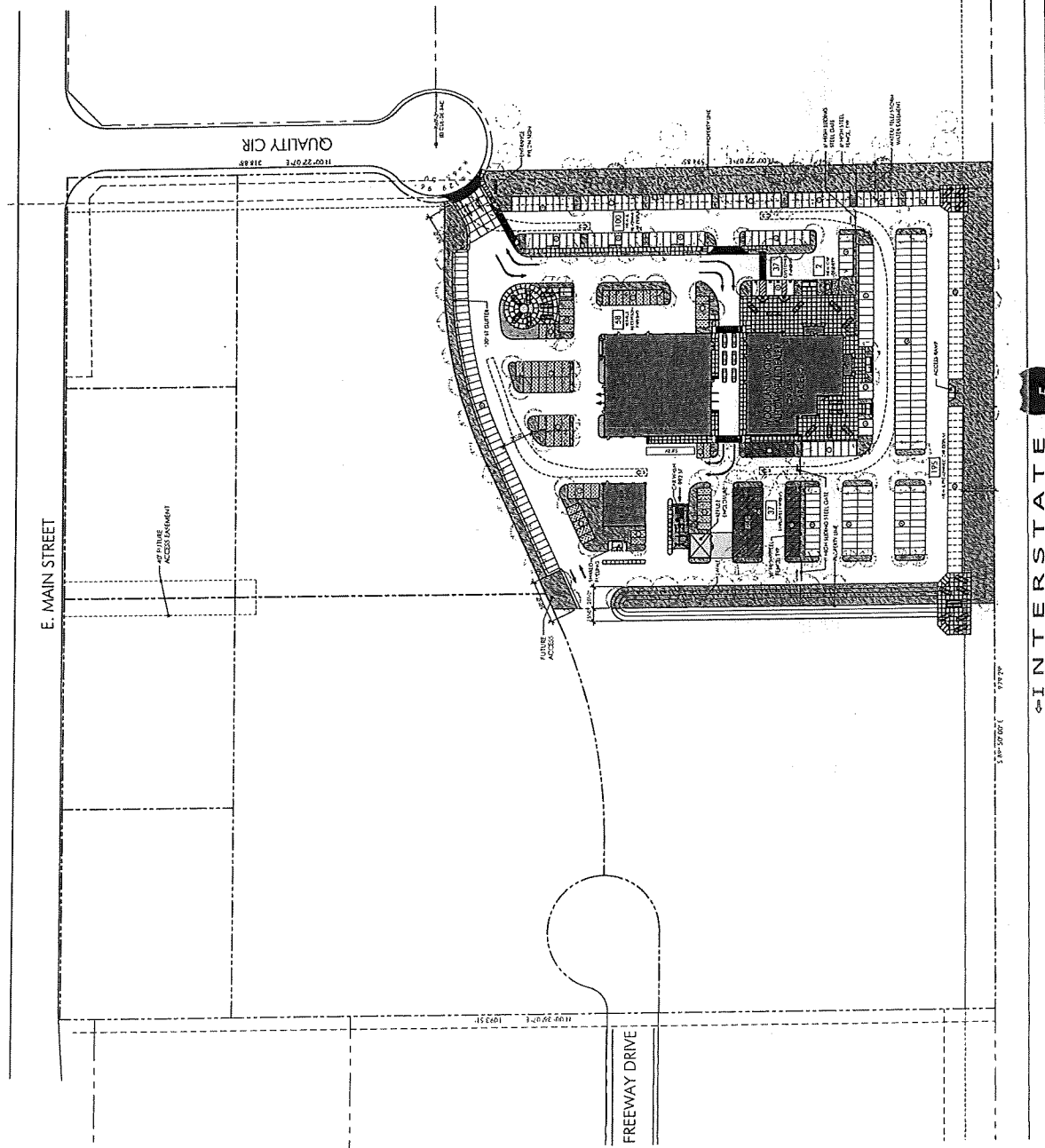
SITE DEVELOPMENT SUMMARY:

PARCEL-2

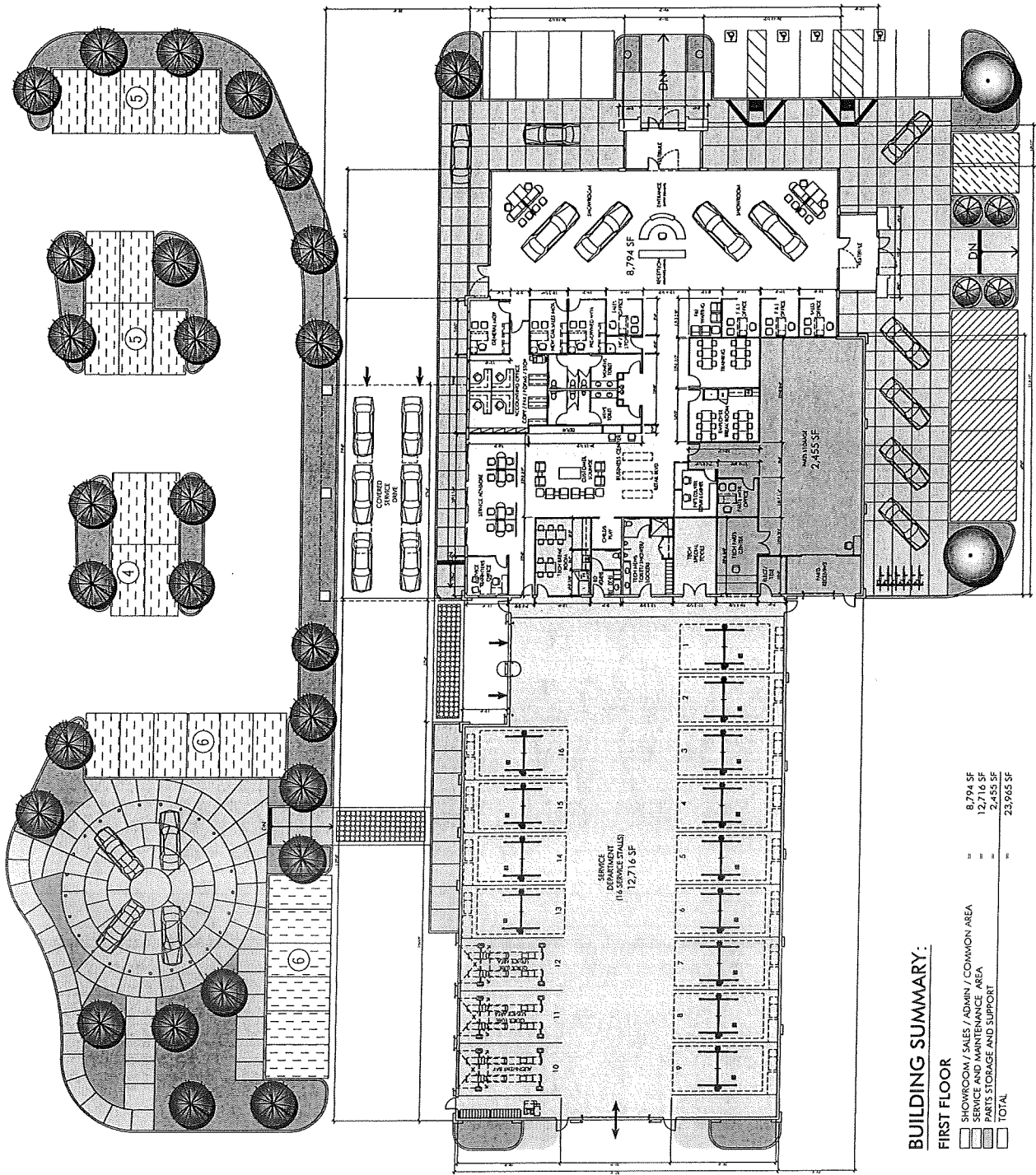
- SITE AREA INCLUDING ROAD & BUFFER = 7.07 ACRES
- WOODLAND MOTORS AUTOMOBILE DEALER = 29,675 SF
- DETAIL SHOP = 2,500 SF
- CAR WASH = 992 SF
- PARKING PROVIDED = 429 STALLS

PARKING LEGEND

	CUSTOMER PARKING	37 STALLS
	SERVICE RECEPTION PARKING	58 STALLS
	NEW CAR DELIVERY	2 STALLS
	EMPLOYEE PARKING	37 STALLS
	NEW & PRE-OWNED CAR DISPLAY	295 STALLS
	TOTAL	429 STALLS

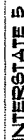


INTERSTATE 5



BUILDING SUMMARY:

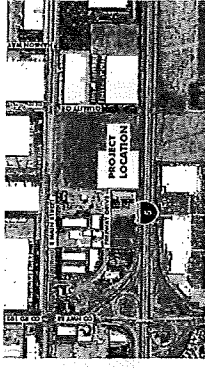
FIRST FLOOR	
SHOWROOM / SALES / ADMIN / COMMON AREA	8,794 SF
SERVICE AND MAINTENANCE AREA	12,716 SF
PARTS STORAGE AND SUPPORT	2,455 SF
TOTAL	23,965 SF



PLANT LIST & LEGEND

DRIP IRRIGATED MOODED TUNE AREA
ONE FOOT WIDE CONCRETE HOW BAND
NEW 4 POST-ONCE CAR DISPLAY PARKING
CUSTOMER PARKING
SERVICE RECEPTION PARKING
EMPLOYEE PARKING

VICINITY MAP

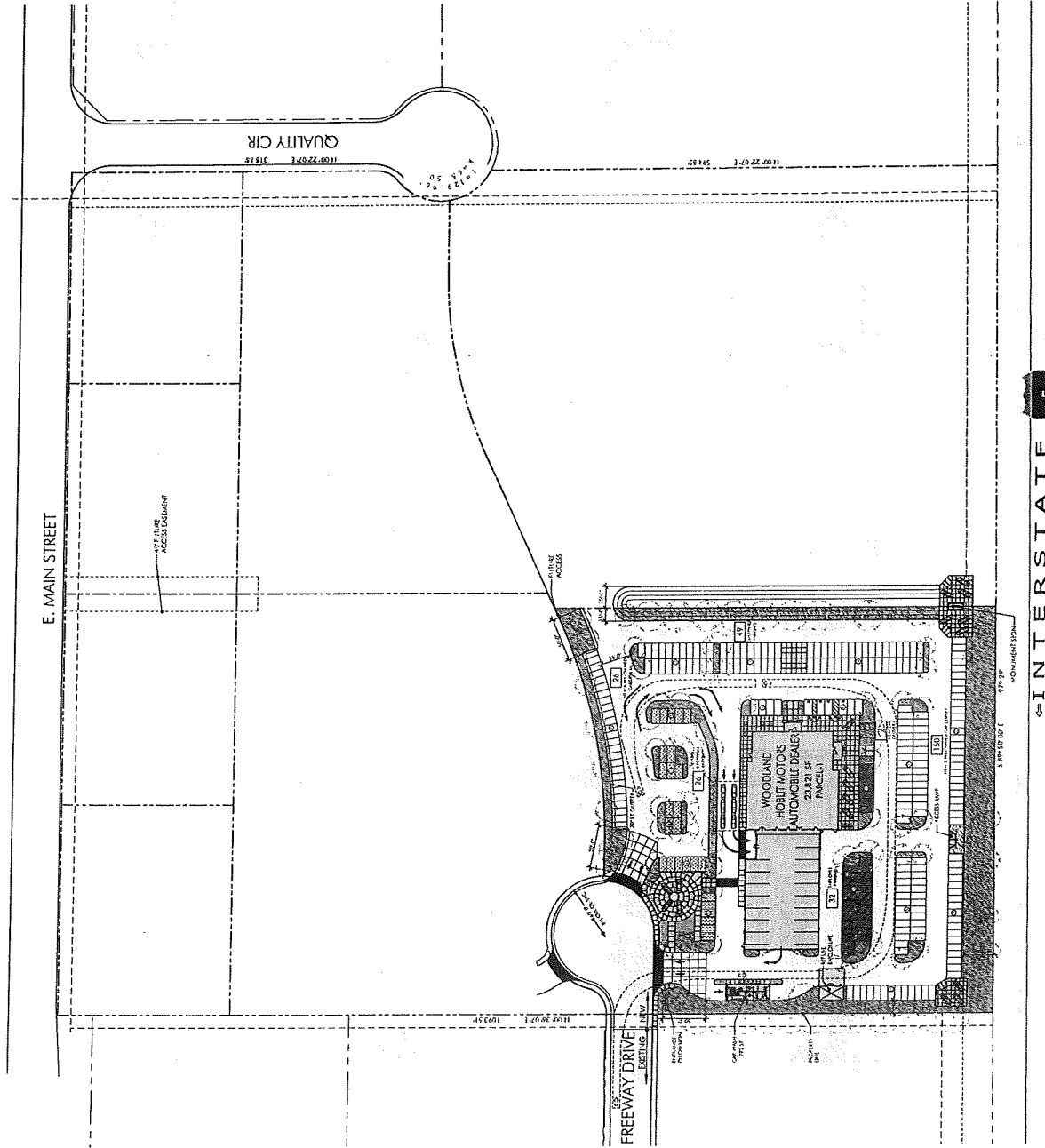


SITE DEVELOPMENT SUMMARY:

- PARCEL-1**
- SITE AREA INCLUDING ROAD & BUFFER = 4.84 ACRES
 - HOBLIT MOTORS AUTOMOBILE DEALER = 23,821 SF
 - CAR WASH = 992 SF
 - PARKING PROVIDED = 285 STALLS

PARKING LEGEND

	CUSTOMER PARKING	=	49 STALLS
	SERVICE RECEPTION PARKING	=	26 STALLS
	NEW CAR DELIVERY	=	2 STALLS
	EMPLOYEE PARKING	=	32 STALLS
	NEW & PRE-OWNED CAR DISPLAY	=	176 STALLS
	TOTAL	=	285 STALLS



SHEET NO. **A3.1**

ARCHITECT



F.W. MCDONALD
ARCHITECTURAL PLANNING INTERIORS
11111 15TH AVE. #100
SAN DIEGO, CA 92161
TEL: 619-594-1111
FAX: 619-594-1112

CONSULTANTS

SHEET

FLOOR PLAN

PROJECT
WOODLAND
MOTORS
AUTOMOBILE
DEALER

WOODLAND, CA

DATE: 02/22/12

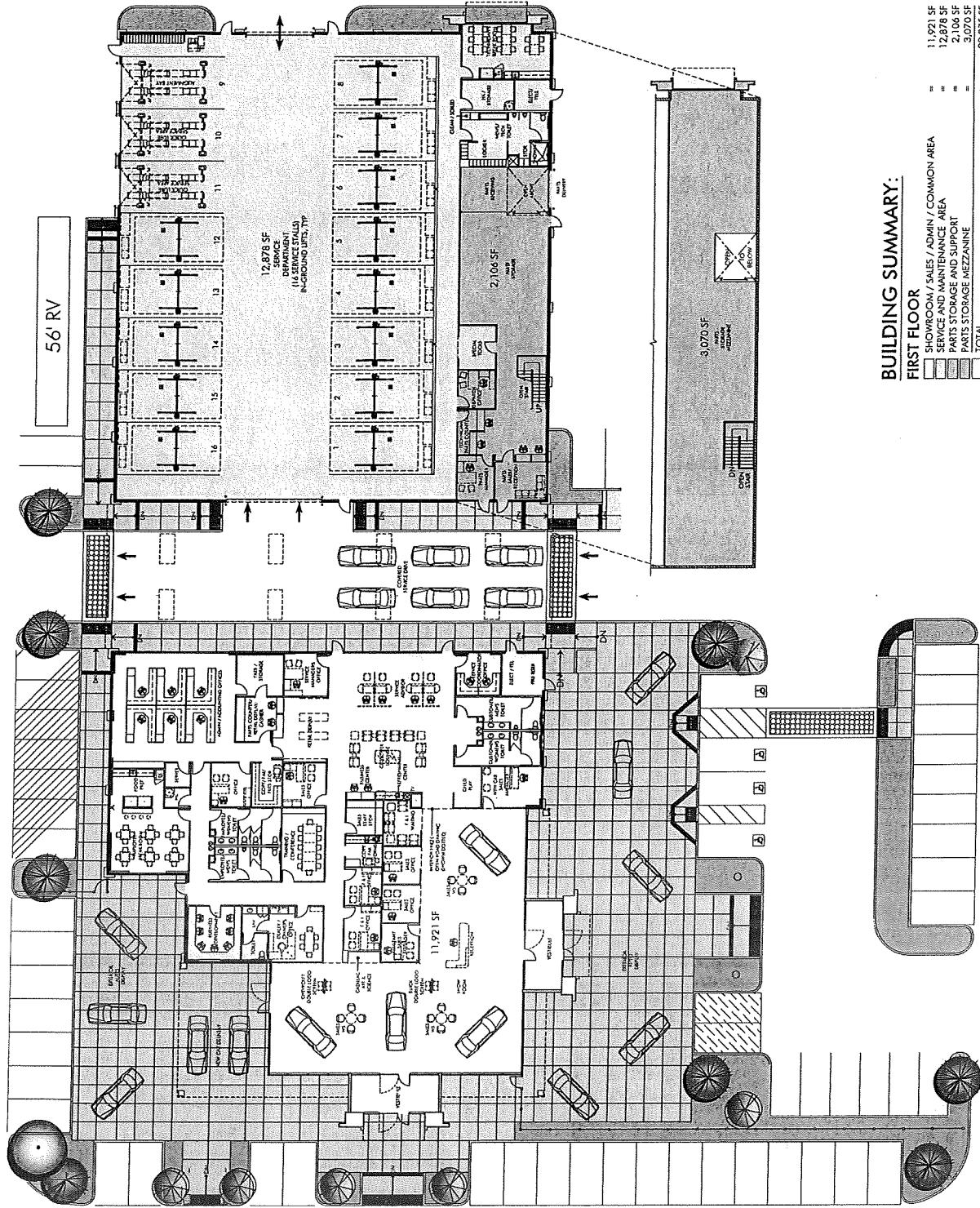
REF. NORTH

SCALE: 3/32" = 1'-0"

JOB NO. WGM-11005

SHEET NO.

A2.1



BUILDING SUMMARY:

FIRST FLOOR	
SHOWROOM / SALES / ADMIN / COMMON AREA	11,921 SF
SERVICE AND MAINTENANCE AREA	12,878 SF
PARTS STORAGE AND SUPPORT	2,106 SF
PARTS STORAGE MEZZANINE	3,070 SF
TOTAL	29,975 SF

ATTACHMENT B

Paul Hanson

From: Maria Wong [Maria.Wong@yolocounty.org]
Sent: Thursday, April 19, 2012 12:48 PM
To: Paul Hanson
Subject: Panattoni mixed use project and TPM

Hi Paul,

Thanks for routing the project to me. I agree with the analysis and the mitigation measures, but wanted to correct a few statements in the document (for future reference). Also, you can send documents to me electronically if it's easier or more efficient.

1. Data sources: the JPA has a more recent date set (CNDDDB is about 5 years behind in posting updates). Feel free to contact me for future projects.
2. pg. 21, second paragraph: The Independent Science Advisor Report is advisory. The JPA is not obligated to accept any of the recommendations. While it is likely that some of the recommended studies and surveys will become part of the final HCP, I suggest that you avoid this language in the future as it creates expectations that the JPA may not be able to honor. The last sentence in the paragraph covers what the plan will include; I suggest using that.
3. Discussion:
 - a. Special status wildlife. Note that Swainson's hawks forage up to 10 miles from their nest and Yolo County supports over 350 known nest territories. The more relevant criteria in determine whether a site is foraging habitat or not Yolo County is the condition of the site.
 - e. I agree that a specific biological assessment is not warranted if the site is identified as foraging habitat, as long as your biological consultant has ruled out burrowing owl. Lastly, the Habitat JPA cannot require mitigation nor does it approve it. The HCP/NCCP Planning Agreement and JPA formation documents, executed by the cities, UC Davis, and the county, stipulate as to how mitigation for Swainson's hawk will be carried out. Perhaps a better way to frame that statement would be to say that impacts to Swainson's hawk will be mitigated in accordance with DFG polices and the Habitat JPA's Swainson's Hawk In Lieu Mitigation Fee Program.

Thanks again and feel free to contact me if you have questions,

Maria

[illegible]

Maria Slawson Wong, MPPA
Executive Director
Yolo County Habitat/Natural Community Conservation Plan JPA
120 West Main Street, Suite C
Woodland, CA 95695
direct 530~406~4885
Office 530~406~4880
fax 530~668~1801
mobile 916~835~2709
www.yoloconservationplan.org

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DEPARTMENT OF TRANSPORTATION

DISTRICT 3—SACRAMENTO AREA OFFICE

2379 GATEWAY OAKS DRIVE, SUITE 150

PHONE (916) 274-0635

FAX (916) 274-0602

TTY 711

www.dot.ca.gov

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May 3, 2012

0312YOL0013

03-YOL-5 PM 5.36

Panattoni Mixed-Use Project

Initial Study/Mitigated Negative Declaration

Paul L. Hanson, AICP

City of Woodland

520 Court Street

Woodland, CA 95695

Dear Mr. Hanson,

Thank you for the opportunity to review and comment on the Initial Study (IS)/Mitigated Negative Declaration (MND) for the Panattoni Mixed Use Project. Panattoni Development Company is proposing to develop a 24.36-acre mixed use commercial project, including auto dealerships, in two phases. Phase 1 consists of two parcels totaling 57,980 square feet (sqft.). Parcel A will include a 23,821 sqft. automobile dealership, a 992 sqft. car wash, and 294 parking spaces. Parcel B will include a 29,675 sqft. automobile dealership, a 2,500 sqft. detail shop, a 992 sqft. car wash, and 440 parking spaces. Phase 2 consists of approximately 132,000 sqft. of developments that will include office space, retail space, a drive through restaurant, and a sit-down restaurant. The project site, including both phases, is located on East Main Street immediately north of Interstate 5 (I-5) at the County Road (CR-102) interchange. Our comments are as follows:

Traffic Impact Study

- As indicated on page 55 of the IS/MND in the Transportation and Traffic section of the Environmental Checklist, at completion of both phases the development will generate approximately 750 trips in the A.M. peak hours, and approximately 752 trips in the P.M. peak hours with most of the trips going to and coming from I-5. Per Caltrans' Traffic Impact Study (TIS) Guidelines, projects that generate over 100 peak hour trips, going to or coming from State facilities, are considered to be significant impacts and warrant a TIS. Therefore, we request a TIS be completed and include an analysis of impacts to the State Highway System. The "Guide for Preparation of Traffic Impact Studies" can be found on our website at:
http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf.

Mr. Paul L. Hanson
May 3, 2012
Page 2

- We request the opportunity to review the scope of the TIS before the Study begins. The scope of the TIS should include:
 - Trip Distribution Diagram showing trip generation going to and coming from proposed project;
 - Mainline Weaving Analysis on I-5 near CR-102;
 - Level of Service for each intersection on the I-5/CR-102, and SR 113/East Main Street interchanges; and
 - Length of queue for each off-ramp on the I-5/CR-102, and SR 113/East Main Street interchanges.

Encroachment Permit

- An Encroachment Permit will be required for any work conducted in the State's right of way, such as sign placement, traffic control, light installation, culvert maintenance, drainage pattern changes, or sidewalk installation. For more information on encroachment permits, the requirements and an application form, please visit our web page at: <http://www.dot.ca.gov/hq/traffops/developserv/permits/>, and then click on "Applications and Related Forms". If you have any questions, you may call the Office of Permits at (530) 741-4403.

Please provide our office with copies of any further actions regarding this development. If you have any questions regarding these comments please contact Arthur Murray, Yolo County Intergovernmental Review Coordinator at (916) 274-0616.

Sincerely,



for
Eric Fredericks, Chief
Office of Transportation Planning - South

Central Valley Regional Water Quality Control Board

3 May 2012

Paul L. Hanson
City of Woodland
520 Court Street
Woodland, CA 95695

CERTIFIED MAIL

7011 2970 0003 8939 9770

COMMENTS TO THE DRAFT MITIGATED NEGATIVE DECLARATION, PANATTONI MIXED-USE PROJECT, (SCH NO. 2012042012), YOLO COUNTY

Pursuant to the State Clearinghouse's 4 April 2012 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Draft Mitigated Negative Declaration* for the Panattoni Mixed-Use Project, located in Yolo County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

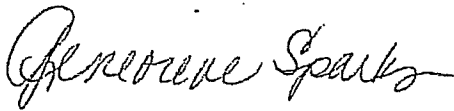
Waste Discharge Requirements

If USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project will require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml.

If you have questions regarding these comments, please contact me at (916) 464-4745 or gsparks@waterboards.ca.gov.



Genevieve (Gen) Sparks
Environmental Scientist
401 Water Quality Certification Program

cc: State Clearinghouse Unit, Governor's Office of Planning and Research, Sacramento



Leslie Lindbo, Director of Environmental Health

County of Yolo

HEALTH DEPARTMENT

Environmental Health

137 N. Cottonwood St. Suite. 2400, Woodland, CA 95695

PHONE – 530-666-8646 or 916-375-6475

FAX – 530-669-1448

Land Use Review Form

Name & Address of Facility:
Panattoni Mixed-Use Dev. Proj.

Document Type:
Notice of Intent to Adopt a Mitigated Negative
Declaration

Agency Requesting Review:
City of Woodland

Project Description:
Mixed Use Development

Project ID#:

Plan Check #:

APN#: 027-851-024-000

Assigned To: M.H. & D.L.

Date Assigned: 4-20-12

Due Date: Ten days after receipt

FA#: FA0015255

SR#: SR0015381

☐

Approved

☒

Approved with conditions
(See the comments below)

☐

Hold

☐

Denied

Hazardous Materials Unit Staff member: Moushumi Hasan

Date: 05-02-12

Sign-off requested by Hazardous Materials Unit prior to building permit final: ☐ Yes ☐ No ☒ N/A

Comments: Prior to handling hazardous materials in quantities greater than 55-gallons, 500-pounds, or 200-cubic feet, or generating hazardous waste at the facility, a Hazardous Materials/Waste Application Package (Business Plan) must be completed and submitted to Yolo County Environmental Health (YCEH). For information please call YCEH at 530-666-8646. This applies to automobile dealership, repair shops, etc. that are planned for this development.

Consumer Protection Unit Staff member: D. Limburg

Date: 5/7/12

Sign-off requested by Consumer Protection Unit prior to building permit final: ☒ Yes ☐ No ☐ N/A

Comments: Approved with the following conditions:

- 1) Proposed project will connect to both City of Woodland wastewater and potable water systems.
- 2) Any unused well or septic systems discovered during the development project must be abandoned under permit with Yolo County Environmental Health.
- 3) Persons conducting retail distribution of food, beverage or ice must have a current valid permit with Yolo County Environmental Health. Prior to distribution, an application and appropriate fee must be submitted to our office and a valid permit must be displayed at the business.

WOODLAND MOTORS



BUICK



GMC



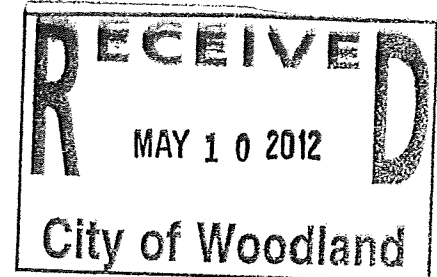
520 COURT ST
Bruce

Memorandum

TO: Scott Vanderbeek

FROM: Chris Tomaszewski

DATE: April 16, 2012



SUBJECT: PANATTONI MIXED USE PROJECT

Initial Study and Mitigated Negative Declaration

The purpose of this memorandum is summarize the Initial Study and Mitigated Negative Effect (the "Study") and to propose changes to the draft or in the alternative flag areas for executive decision.

When faced with a discretionary project which is not exempt from the California Environmental Quality Act, a Lead Agency must prepare an "initial study" to determine whether the project may have a significant adverse effect on the environment. If such an effect may occur, the Lead Agency must prepare an environmental impact report ("EIR"). If there is no substantial evidence for such an effect, or if the potential effect can be reduced to a level of insignificance through project revisions, a Negative Declaration can be adopted. Generally the findings of the Study pose a "**Less than Significant Impact**" which would avoid an EIR.

1) Agricultural and Forest Resources [page 9]:

Discussion (a): I propose changing the classification from "less than significant" to "no impact". As the paragraphs states no farmland or grazing land will be converted as a result of the project.

2) Air Quality [page 11]:

Discussion (b) second paragraph: I propose striking the last sentence of this paragraph. It states that unmitigated construction dust could result in significant local effects. Striking this sentence does not eliminate this fact. It is a "given" through deductive reasoning. If dust is not mitigates then there is an effect.

Discussion (c): Strike the following sentence: In short, project emissions that are not consistent with the AQAP, SIP, or exceed District thresholds will have a significant cumulative impact unless offset. It is also a "given" as explained above.

3) Biological Resources [page 16]:

This Section is important because a Negative Declaration is subject to the "fair argument" test (*Laurel Heights Improvement Assoc. v. U.C. Regents* (1993) 47 Cal.4th 376). In other words, if a fair argument can be raised on the basis of "substantial evidence" in the record that the project may have a significant adverse environmental impact - even if evidence also exists to the contrary - then an Environmental Impact Report is required. So, the mitigation measures MUST be taken.

Discussion (a): There is a potential Swainson's Hawk nest on the property and certain mitigation measures BIO-1 are to be taken. BIO-1 basically indicates that if construction is taking place during the nesting period (Feb 15-Aug 31) a biologist must conduct a preconstruction survey within 30 days of starting work. If groundbreaking is delayed 30 days after the survey then the survey must take place again. If an active nest is found then a no work buffer of 500ft will be in effect.

Discussion (e): There is a potentially Significant effect to the Hawk's habitat. Mitigation Measure BIO-2 would reduce the impact to less than significant. Measure BIO-2 offers the following options:

- i) Pay fee of \$8,660 per Acre
- ii) Participation in a mitigation site, or
- iii) Participation in a mitigation bank

4) Cultural Resources [page 25]:

If archeological remains are found then measure CUL-1 must be adopted. If human remains are encountered then Measure CUL-2 must be adopted. Standard provisions for development but may be costly in delays in the unlikely event something is found.

5) Geology, Soils, and Seismicity [page 28]:

There are no comments.

6) Greenhouse Gas Emissions [page 31]:

The Study proposes that no mitigation measures are required for Phase I (Woodland Motors). However, a Mitigation Measure GHG-2 is proposed to include a 5,000 SF of rooftop solar energy panels. The good news is that this mitigation measure can take place in either Phase 1 OR Phase 2.

15) Transportation and Traffic [page 54]:

Discussion (a): Mitigation Measure TRAF-1 requires Stop Signs to be inserted. However, Measure TRAF-2 may be triggered in the future because the site is identified as a future signalized intersection. The applicant must contribute to this signal through payment of development fees. If planned signal is constructed before completion of Phase 1 then TRAF-1 is not required.

16) Utilities and Service Systems [page 58]:

No changes necessary.

17) Mandatory Findings of Significance [page 60]:

The general conclusion of the report is positive because the development of the site has an impact that is “less than significant”.

7) Hazards and Hazardous Materials [page 36]:

The proposed mitigations are standard in the development process and are triggered if there is an event with hazardous materials.

Discussion (e): The impact should be reclassified as “no impact” vs. “less than significant”. The project is NOT located within the SAC Airport site NOR within 2 miles of a public use airport.

8) Hydrology and Water Quality [page 39]:

Discussion (g) & (h): Structures cannot impact the floodplain. The mitigation Measure HYDRO-2 is standard industry issue. Mitigation measure HYDRO-4 can pose an additional expense in that Prior to the building permit applicant shall fund flood modeling by the City.

9) Land Use and Land Planning [page 42]:

Discussion (a): The paragraph should be modified to “no impact”. The project is located in a developed non-residential area and will therefore NOT divide an established community.

10) Mineral Resources [page 44]:

No changes necessary.

11) Noise [page 45]:

No changes necessary.

12) Population and Housing [page 50]:

No changes necessary.

13) Public Services [page 51]:

No changes necessary.

14) Recreation [page 53]:

No changes necessary.

May 4, 2012
BY ELECTRONIC MAIL and US MAIL

Paul Hanson, Senior Planner
City of Woodland, Development & Planning Department
520 Court Street
Email: paul.hanson@cityofwoodland.org

RE: Comments on Mitigated Negative Declaration for "Panattoni Mixed-Use Project"

Dear Mr. Hanson:

I am writing on behalf of the on behalf of Carpenters Local 46, its members, (collectively, "Local 46") concerning the proposed Mitigated Negative Declaration and its initial study and supporting documents ("IS/MND") for the "Panattoni Mixed-Use Project" ("the Project"). After reviewing the IS/MND, it is clear that the Project will have, both individually and *cumulatively*, significant adverse environmental impacts which have not been adequately mitigated much less analyzed, and that an environmental impact report ("EIR") should therefore be prepared under the California Environmental Quality Act ("CEQA," Public Resources Code section 21000, et seq.) to fully analyze these impacts, propose feasible measures to mitigate those impacts, and adopt findings of overriding consideration in cases where adequate mitigations are not possible

I. INTRODUCTION.

The City of Woodland, acting as CEQA lead agency, ("City" or "agency") proposes to approve the "Panattoni Mixed-Use Project" with no EIR. Instead, the City has concluded that the Project's impacts may be rendered less than significant by way of measures described in a mitigated negative declaration. As discussed below, the Project will have significant environmental impacts that have not been adequately analyzed or mitigated, and an EIR is therefore required.

Panattoni, proposes to construct a project that lies on a single 24.4 acre, undeveloped parcel at the terminus of Freeway Drive, south of East Main Street, north of Interstate 5, and immediately west of Quality Circle, within an Industrial/Planned Development zoning district. The application is for site plan review, design review, and a "Tentative Parcel Map" that would allow the subdivision of the property into 8 parcels (varying sizes from 7.525 acres to 1.101 acres) to develop (Phase 1) 2 auto dealerships along Interstate 5 and (Phase 2) the development of professional offices, retail stores and food services along East Main Street.

The Project, because it involves subdivision into more than five parcels and includes a parcel greater than five acres in size, triggers the Subdivision Map Act, which "vests in the city the power to regulate and control the design and improvement of subdivisions within its boundaries." (*Curtin's California Land Use and Planning Law*, 21st edition pp. 61-68) Approval of a Tentative Parcel Map is a quasi-judicial, or "Administrative" decision that requires the

Planning Commission to exercise discretion in the determination of facts. (*Curtin*, pg. 348) The City, accordingly, can exercise discretion with regard to the Project's proposed land uses and accompanying impacts on the environment.

According to the Mitigated Negative Declaration, the proposed Project would have, if mitigation measures are not included, potentially significant environmental impacts by increasing Greenhouse Gas Emissions, which contribute to global warming. This comment letter explains why, *even with the mitigation measures included in the IS/MND*, the Project can still be expected to have significant and adverse impacts on the environment via GHG emission levels that do not contribute to the attainment of the climate change policy objectives of the State of California.

In addition, the Project will have significant *cumulative* impacts on regional air quality upon the buildout of the Project and other major development projects pending in the area. The Project's cumulative impacts will be far above applicable significance thresholds for regional air pollutants, including nitrogen oxides (NOx) and reactive organic gases (ROGs). The MND ignores the Project's cumulative impacts entirely, and an EIR is also required for this reason.

We urge the City to reject the Initial Study/Mitigated Negative Declaration and prepare an EIR for the Project to analyze its impacts, consider feasible alternatives, to propose feasible mitigation measures, and make any appropriate findings of overriding consideration in the event impacts cannot be brought to a less than significant level. Any new CEQA document will have to be recirculated for public review since it will necessarily contain significant new information and/or new mitigation measures. We reserve our right to submit supplemental written and oral comments at any hearing held by the City of Woodland and any of its agencies ("City") concerning this matter.¹

II. STANDING

Many of the thousands of members of Local 46 live, work and recreate in the immediate vicinity of the Project and/or within the "air basin" that includes the Project. These members will suffer the impacts of a poorly executed or inadequately mitigated Project, just as would the members of any nearby homeowners association, community group or environmental group. Therefore, Local 46 and its members have a direct interest in ensuring that the Project is adequately analyzed and that its environmental and public health impacts are mitigated to the full extent feasible. Hundreds of Local 46 members live in Yolo County and want to ensure that the Project receives full environmental review so that the Project's environmental impacts will be reduced to the maximum extent feasible, while providing the community with the greatest economic and social benefits.

¹ We reserve the right to supplement these comments at later hearings and proceedings for this Project. See, *Galante Vineyards v. Monterey Water Dist.* (1997) 60 Cal. App. 4th 1109.

III. LEGAL STANDARD: AN EIR IS REQUIRED SINCE THERE IS A “FAIR ARGUMENT” SUPPORTED BY EXPERT EVIDENCE THAT THE PROJECT MAY HAVE ADVERSE ENVIRONMENTAL IMPACTS

As the Supreme Court very recently held, “If no EIR has been prepared for a nonexempt project, but substantial evidence in the record supports a fair argument that the project may result in significant adverse impacts, the proper remedy is to order preparation of an EIR.” (*Communities for a Better Environment v. South Coast Air Quality Management Dist. (ConocoPhillips)* (2010) 48 Cal. 4th 310, 319-320 (“CBE v. SCAQMD”), citing, *No Oil, Inc. v. City of Los Angeles*, 13 Cal.3d at pp. 75, 88; *Brentwood Assn. for No Drilling, Inc. v. City of Los Angeles* (1982) 134 Cal. App. 3d 491, 504–505) “The ‘foremost principle’ in interpreting CEQA is that the Legislature intended the act to be read so as to afford the fullest possible protection to the environment within the reasonable scope of the statutory language.” (*Communities for a Better Environment v. Calif. Resources Agency* (2002) 103 Cal. App. 4th 98, 109.)

The EIR is the very heart of CEQA. (*Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1214; *Pocket Protectors v. City of Sacramento* (2004) 124 Cal. App. 4th 903, 927) The EIR is an “environmental ‘alarm bell’ whose purpose is to alert the public and its responsible officials to environmental changes before they have reached the ecological points of no return.” *Bakersfield Citizens*, 124 Cal.App.4th at 1220. The EIR also functions as a “document of accountability,” intended to “demonstrate to an apprehensive citizenry that the agency has, in fact, analyzed and considered the ecological implications of its action.” *Laurel Heights Improvements Assn. v. Regents of University of California* (1988) 47 Cal.3d 376, 392. The EIR process “protects not only the environment but also informed self-government.” *Pocket Protectors*, 124 Cal.App.4th 927.

An EIR is required if “there is substantial evidence, in light of the whole record before the lead agency, that the project may have a significant effect on the environment.” Pub. Res. Code § 21080(d); see also *Pocket Protectors*, 124 Cal.App.4th at 927. In very limited circumstances, an agency may avoid preparing an EIR by issuing a negative declaration, a written statement briefly indicating that a project will have no significant impact thus requiring no EIR (CEQA Guidelines § 15371), only if there is not even a “fair argument” that the project will have a significant environmental effect. Pub. Res. Code §§ 21100, 21064. Since “[t]he adoption of a negative declaration . . . has a terminal effect on the environmental review process,” by allowing the agency “to dispense with the duty [to prepare an EIR],” negative declarations are allowed only in cases where “the proposed project will not affect the environment at all.” *Citizens of Lake Murray v. San Diego*, 129 Cal.App.3d 436, 440 (1989). CEQA contains a “preference for resolving doubts in favor of environmental review.” *Pocket Protectors*, 124 Cal.App.4th at 927 (emphasis in original).

A negative declaration is improper, and an EIR is required, whenever substantial evidence in the record supports a “fair argument” that significant impacts may occur. Under the “fair argument” standard, an EIR is required if any substantial evidence in the record indicates that a project may have an adverse environmental effect—even if contrary evidence exists to support the agency’s decision. CEQA Guidelines § 15064(f)(1); *Pocket Protectors*,

124 Cal.App.4th at 931; *Stanislaus Audubon v. Stanislaus* (1995) 33 Cal.App.4th 144, 150-151 (1995); *Quail Botanical Gardens Found., Inc. v. City of Encinitas* (1994) 29 Cal. App. 4th 1597, 1602. The "fair argument" standard creates a "low threshold" favoring environmental review through an EIR rather than through issuance of negative declarations or notices of exemption from CEQA. *Pocket Protectors*, 124 Cal.App.4th at 928.

IV. THERE IS A FAIR ARGUMENT THAT THE PROJECT MAY HAVE SIGNIFICANT UNMITIGATED ADVERSE ENVIRONMENTAL IMPACTS

There is a "fair argument" that the Project may have significant unmitigated adverse environmental impacts. The Project will generate significant, inadequately mitigated greenhouse gas (GHG) emissions that will adversely impact the environment. Additionally, the project will have significant cumulative impacts once it is analyzed within the context of other major and reasonably foreseeable projects in the immediate vicinity. Therefore, an EIR must be prepared to analyze and propose mitigation for those impacts.

A. The Project Will Generate Significant, Unmitigated Greenhouse Gas Emissions that Will Adversely Impact the Environment.

The IS/MND properly explains that the vast majority of the scientific community now agrees that there is a direct link between increased emission of Greenhouse Gas Emissions ("GHGs") and long term increases in global temperature. "Potential global warming impacts in California may include, but are not limited to, loss in snow pack, sea level rise, more extreme heat days per year, **more high ozone days**, more large forest fires, and **more drought years**. Secondary effects are likely to include a global rise in sea level, **impacts to agriculture**, changes in disease vectors, and changes in habitat and biodiversity." (IS/MND pg. 31, emphasis added)

The Project will be a part of the climate change problem rather than a part of the solution, at least as presently conceived and "mitigated." The sections below will show the following:

1. *The Project Will Generate High GHGs in Absolute Terms, even after purported "mitigation measures"*
2. *The Threshold Used in the IS/MND Is Inadequate for Ensuring Compliance With AB32*
 - a. The Threshold used in the IS/MND is under-specified
 - b. The IS/MND Is Silent as to "Business As Usual" GHGs for Mixed-Use, Retail/Commercial Projects
 - c. The IS/MND "Unmitigated" Project is Not "The Project," but rather is a hypothetical and unrealistic Project with artificially inflated GHG emissions
3. *The Project, after mitigation, remains significant, even by the IS/MND's own flawed*

Threshold standard

- a. Mitigation Measure GHG-2 (On-Site Energy Mitigation) miscalculates and overestimates GHG emission reductions by nearly 3 percent of "total unmitigated emissions."
 - b. Emissions reductions estimates for Mitigation Measure GHG-5 (Solid Waste Mitigation) are overstated by 1 percent of "total unmitigated emissions."
4. The Project's expected, "post-mitigation" volume of GHGs Exceed Significance Thresholds Adopted by California regional Air Pollution Control Districts (APCDs)
- a. The Project's GHGs Exceed Adopted "Bright-Line" Thresholds **by four-fold**
 - b. The Project's GHGs Exceed Adopted "Efficiency" Thresholds **by two-fold**

1. The Project Will Generate High GHGs in Absolute Terms, Even After "Mitigation"

The IS/MND itself provides a factual basis for a finding that the Project will generate significant GHG emissions that will adversely impact the environment. The IS/MND found that the Project - **after mitigation** - would generate a total of **4,436.20 Metric Tons per Year (MT/yr)**² of GHGs for a commercial project that was modelled as being approximately 190 thousand square feet in (building) size. (IS/MND, Appendix C, March 27, 2012 Letter from K D Anderson & Associates to Environmental Science Associates, pp. 7 of 7 ["3/27/12 Letter"])

The IS/MND refers to a *de minimis* threshold for evaluating the significance of project-level GHGs:

One of the thresholds that is being used by local jurisdictions in California is set at 900 metric tons per year (MT/yr) of carbon dioxide equivalent (CO₂e) emissions. The following is the objective of the 900 MT/yr CO₂e threshold, as described in the CAPCOA [California Air Pollution Control Officers Association] document:

"A single quantitative threshold was developed in order to ensure capture of 90 percent or more of likely future discretionary developments. The objective was to set the emission threshold low enough to capture a substantial fraction of future residential and nonresidential development that will be constructed to accommodate future statewide population and job growth, while setting the emission threshold high enough to exclude small development projects that will contribute a relatively small fraction of the cumulative statewide GHG emissions."

In this report, projects which would generate 900 MT/yr or less of CO₂ emissions are considered to have a less-than-significant impact. (IS/MND, Appendix C, 3/27/12 Letter,

² As will be discussed in a separate subsection below, the above post-mitigation GHG annual emissions estimate is the result of a miscalculation of GHG reductions from Mitigation Measure GHG-2 (5,000 SF of rooftop solar panels).

pp. 3 of 7, emphasis added)

The Panattoni Mixed Use project's GHG emissions can be expected to exceed this *de minimis* threshold almost **five-fold** ($4,436 \div 900 = 4.89$). Appropriately, the IS/MND next considered whether the Project's GHG emissions could be "mitigated" to levels that would meet the objectives of the policies of the State of California with respect to climate change, particularly in regards to the provisions of Assembly Bill (AB) 32, the "Global Warming Solutions Act." From this point forward, however, the IS/MND's discussion of GHGs becomes fundamentally flawed.

2. The Threshold Used in the IS/MND Is Inadequate for Ensuring Compliance With AB32

a. The Threshold used in the IS/MND is under-specified

According CEQA Guidelines §15064.4(a) a lead agency is granted with discretion to adopt significance thresholds for GHGs, provided the agency **"supports its decision with substantial evidence."** Moreover, **"[t]he lead agency should explain the limitations of the particular model or methodology selected for use."** Reviewing the guidelines further, §15064.7(c) states **"When adopting thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence."** Without such an explanation it is impossible to understand the reasoning behind the approach used in this IS/MND or substantiate the conclusions reached in it.

The Yolo-Solano Air Quality Management District has not adopted a residential or commercial significance threshold for determining the impact of GHG emissions from an individual project on global climatic change. Several other regional Air Districts have set such significance thresholds. The first Air District to adopt a GHG threshold was the neighboring Bay Area Air Quality Management District. The most recently adopted GHG significance threshold was that of the San Luis Obispo County Air Pollution Control District (March 28 2012, <http://http://www.slocleanair.org/business/pdf/2012/GHG/Greenhouse%20Gas%20Thresholds%20and%20Supporting%20Evidence%204-2-2012.pdf>).

The IS/MND, without discussion of other adopted significance thresholds or providing any reasoning behind its decision, chooses to cite a San Joaquin Valley Air Pollution Control District guidance document concerning GHG analysis. The GHG analysis proceeds to quote from a section of the document "Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA" that is titled "OVERALL METHODOLOGY":

"To be determined to have a less than significant individual and cumulative impact on global climate changes, such projects must be determined to have reduced or mitigated GHG emissions by 29%, consistent with GHG emission reduction targets established in ARB's AB 32 Scoping Plan."

(IS/MND pg. 32, citing the document found at <http://www.valleyair.org/programs/CCAP/12-17-09/3%20CCAP%20-%20FINAL%20LU%20Guidance%20-%20Dec%2017%202009.pdf>, pg. 4)

Further reading of the SJVAPCD guidance adds important context to the above statement. In particular the next section of the document, titled "DETERMINING PROJECT SIGNIFICANCE," elaborates on the point:

*"Projects not implementing Best Performance Standards would require quantification of project specific GHG emissions and demonstration that project specific GHG emissions would be reduced or mitigated by at least 29%, **compared to Business-as-Usual (BAU*)**, including GHG emission reductions achieved since the 2002-2004 baseline period. Projects achieving at least a 29% GHG emission reduction **compared to BAU** would be determined to have a less than significant individual and cumulative impact for GHG."*

** BAU is referenced in the California Air Resources Board's AB 32 Scoping Plan as the Business-as-Usual emissions occurring in 2020 if the average baseline emissions during the 2002-2004 period were grown to 2020 levels, without control. Therefore, **2002-2004 emissions factors, on a unit of activity basis, multiplied by the activity expected to occur in 2020, is an appropriate representation of 2020 BAU.** Our analysis uses a comparison of 2002-2004 emissions factors to a proposed controlled emissions factor, as shown in Attachments A and B, to determine the percent reductions generated by the proposed control. (IBID., pg. 5, emphases, including underlining, added)*

b. The IS/MND Is Silent as to "Business As Usual" GHGs for Mixed-Use Retail/Commercial Projects

The IS/MND also omits discussion of the SJVAPCD Guidance Document for ESTABLISHING BUSINESS-AS-USUAL AND BASELINE scenarios. The document states as follows:

*To translate BAU into an emissions generating activity, District staff will establish emission factors **per unit of activity, for each class and category**, using the 2002-2004 baseline period. (IBID., pg. 14, emphasis added)*

Neither the YSAQMD nor the SJVAPCD have established "emission factors per unit of activity" for the land use classes and categories detailed in the Project Description as of the present date (telephone conversation with SJVAPCD staff, May 1, 2012).

The IS/MND contains no discussion of any Business As Usual emissions scenario, either for California as a whole, for the Yolo-Solano region, or for the City of Woodland. The Planning Commission and the public therefore are uninformed by the IS/MND as to what constitutes the baseline, as prescribed by the SJVAPCD Guidance Document. Without an explicit, defensible baseline, one cannot measure what would constitute a 29 percent reduction in GHG emissions. Therefore, the Planning Commission cannot affirmatively determine that the GHG Mitigation Measures identified in the IS/MND will reduce impacts below the stated threshold of significance.

Instead, the IS/MND and accompanying GHG Analysis (Appendix C to the IS/MND) implicitly lead the reader to presume that the CalEEMod model incorporates such a methodology when calculating "unmitigated" GHG emissions. The Technical Paper and User's Guide for CalEEMod are silent on the subject of Business As Usual (see <http://>

www.caleemod.com/). Mr. Ian MacMillan, program supervisor for CEQA Intergovernmental Review for the South Coast Air Quality Management District clarified that CalEEMod's estimates of a Project's "Unmitigated" emissions are based on whatever operational year and construction years the User inputs into a model run. "CalEEMod does not calculate a BAU by default." (MacMillan 5/4/12 e-mail correspondence with Scott Littlehale)

The IS/MND must detail a methodology for measuring "*business as usual*" emissions as defined by the State of California. Once it does so, the IS/MND must correctly specify that level of BAU emissions *for the Project as actually proposed to the Planning Commission*.

c. The IS/MND "Unmitigated" Project is not "The Project," but rather is a hypothetical and unrealistic Project with inflated GHG emissions

The IS/MND GHG Analysis "baseline" is improper because it does not analyze the Tentative Map "Project Description" that actually is before the Planning Commission. This apparent inconsistency between the analysis and the project description by itself renders the entire discussion of GHG impacts as fatally flawed.

Furthermore, Carpenters Local 46 contends that it is improper to claim "mitigation" credit for redefining the Project Description to more accurately reflect the Project that the City may approve. Rather, taking such an approach invites projects proponents to game the system by proposing unrealistic and/or infeasible projects that though the course of the environmental review process are modified to better reflect reality but whose impacts are only "mitigated" in relation to a hypothetical scenario that would never have been constructed in the first place. In fact, the 4th Appellate Court agreed, ruling that an alternative, less impactful project does not by itself serve as an acceptable mitigation. *Woodward Park HOA vs. City of Fresno 150 Cal. App. 4th 683; 58 Cal. Rptr. 3d 102; (2007)*.

Therefore, we contest the claim that the Project's GHG emissions have been "mitigated" by nearly **24 percent** by "Mitigation Measure GHG-1: Land Use." Without that single credit, the Project could not possibly have been found to have its impacts reduced to levels "considered less than significant." To properly apply the (questionable) significance standard stated in the IS/MND the project needs to show GHG emission reductions of 29 percent below "business as usual" for a project that contains only one, 2,500 SF Fast Food (with Drive-Thru) Restaurant.

When calculating whether or not the Project would reduce GHG emissions from a "baseline," the GHG Analysis did not calculate a baseline from the Project that includes only one Fast Food, Drive-Thru Restaurant of 2,500 square feet, and 8,200 SF of Retail or Sit-Down Restaurant uses, per **Figure 3** ("Master Plan", Draft IS/MND). Instead, it calculates reductions from a hypothetical project that included two Fast Food, Drive-Thru Restaurants, *each 5,500 square feet in size*.

Measurement of the hypothetical emissions from 11,000 SF of Fast Food Restaurants-with-Drive-Thrus considerably inflates the purported "baseline" from which reductions must occur. Most of the Project emissions are attributable to vehicle trips and vehicle miles traveled. The Institute of Transportation Engineers (ITE) estimates of Fast Food/Drive-Thru Restaurant average trips per 1,000 SF of building is almost **four-times** the rate of "High-Turnover (Sit-

Down) Restaurants, and even more multiples of the trip rate of other retail uses (see CalEEMod Technical Paper at <http://www.aqmd.gov/caleemod/doc/TechPaper.pdf>, pp. 12-13)

The subcontracted traffic consultant for the IS/MND thought the Development Program used in the GHG Analysis as a Baseline was unrealistic:

*"The site plan (Figure 2) indicates that the food sale pads include a drive-thru roadway, implying both pads to be fast-food restaurants. **Fast food restaurants are typically 2,500 to 3,000 square foot (sf) pads**, therefore, projecting traffic for 11,000 sf of fast food would appear to be overly conservative. As we discussed, **a more reasonable approach is to maintain one pad as a drive-thru fast food restaurant at 5,500 sf with the second pad being a sit-down high turnover restaurant; sit-down high turnover restaurants such as Denny's are typically about 5,500 sf.**" (Draft IS/MND, Appendix E, March 1, 2012 Letter from Jonathan Flecker, P.E., KD Anderson, to Brian Grattidge, ESA, pg. 4. Emphasis added).*

The IS/MND's Traffic Study bases its impacts analysis on a land-use program that is more realistic than the original application; the GHG Analysis should do the same.

3. The Project's GHG Impacts, after mitigation, will remain "Significant," even by the IS/MND's own flawed Significance Threshold analysis

In this section of our comment letter we *assume* that the City *can* successfully argue that Mitigation Measure GHG-1 is permissible and not an invitation for project proponents to "game" GHG Emissions baselines in the early project application stages.³

Below we make a fair argument, based on substantial evidence, that the *other* GHG Mitigation Measures (GHG-2, GHG-3, GHG-4, and GHG-5) will not further reduce GHG emissions by more than the additional 5 percent that would be necessary to attain the "29 percent" reduction that the IS/MND claims as a significance threshold (29% - 24% = 5%).

One major reason why this is so is because the IS/MND commits an error in the calculation of the reduction from "business as usual" electricity consumption that can be attributed to **Mitigation Measure GHG-2 (On-site Energy Mitigation)**. The second factor is that the IS/MND overestimated the reductions singularly attributable to **GHG-5 (Solid Waste Mitigation)**.

a. Mitigation Measure GHG-2 (On-Site Energy Mitigation) miscalculates and overestimates GHG emission reductions by nearly 3 percent of "total emissions."

Mitigation Measure GHG-2: On-site Energy Mitigation. The following measures

³ A simple thought experiment illustrates the possibility of "gaming" such a significance threshold. The proponents of the Woodland Gateway Phase II project could have initially submitted a site plan for a Project loaded with parcels said to be for high-trip-rate uses, such as Fast Food & High-Turnover Restaurants. To reduce GHG Emissions below significance, the proponents could have, later in the review process, reduced GHG emissions estimates by more than 29 percent simply by replacing *en masse* the phony, high-traffic uses with more realistic, lower-trip-rate uses. Instead of a finding of "Significant and Unavoidable" impacts on Climate Change (as actually occurred in the program EIR for the master development plan), the project could have claimed "less than significant" impacts.

would reduce GHG emissions by at least 262.91 MT/yr, which is **4.03 percent** of total unmitigated emissions:

*Provide 5,000 SF of rooftop solar energy panels. This would achieve annual energy savings of approximately **87,052,500 kWh annually** (assuming 90% efficiency of conversion from DC to AC power and 10.6 watts per square foot). Rooftop solar can be mounted on Phase 1 or Phase 2 structures. (Draft IS/MND pg. 34, emphasis added)*

The above calculation of energy savings from 5,000 SF of rooftop solar panels contains errors, resulting in a miscalculation of the GHG emissions reductions attributed to Mitigation Measure GHG-2. If one multiplies 5,000 (the square feet of panels) by 10.6, and then takes 90% of that product, the result is a 48 kWh system. To arrive at total annual output, one must also make an assumption about the average number of productive hours per day, taking into account days with precipitation (54, per the CalEEMod assumption for Yolo County). We liberally assume that solar panels at the Project site will be exposed, on days without precipitation, to an average of six hours per day of peak sunlight.

*48 kWh * 311 days * six hours per day = **89,568 kWh annually***

A simple but dramatic error is apparent when one compares the above calculation to that contained in the Draft MND. Only 89 *thousand* kilowatt hours of savings from solar panels can plausibly be attributed to GHG-2; the MND's claim of solar savings amounting to 87 *million* kilowatt hours per year most likely is the result of a failure to divide Watts by 1,000 in order to arrive at kilowatt hour units.⁴

The error has substantial consequences for the analysis of the GHG emission reductions. Carpenters Local Union No. 46 has downloaded the CalEEMod model used in the Appendices to the IS/MND, and re-ran the CalEEMod model, using inputs supplied by the City's consultant. (CalEEMod project input files sent by Paul Hanson, City of Woodland via e-mail, 5/1/2012) The model runs we performed corrected for the solar panel kWh miscalculation indicate that the solar panels specified by Mitigation Measure GHG-2 will reduce the operational Electricity-related GHG emissions by **only 55.19 MT/yr, or 0.80 percent of the total**

⁴ The figure 262.91 MT/yr of GHG emissions reductions published in the Draft MND may have been transcribed from Appendix C, pg 6 of the 3/27/12 letter from K D Anderson and Associates to ESA. The document contains an identical quantitative claim of GHG emissions reductions (262.91 MT/yr), *but attributes the reductions to an entirely different set of mitigation measures - mitigation measures that did not appear in the Draft MND:*

Mobile Source Mitigation Measures

The following mitigation measures would reduce GHG emissions by 262.91 MT/yr, which is 4.03 percent of total unmitigated emissions:

- *Implement a Neighborhood Electric Vehicle (NEV) Network*
- *Implement programs to involve 10 percent of employees working a 9/80 alternative work schedule*
- *Implement programs to involve 5 percent of employees working a 4/40 alternative work schedule*
- *Implement programs to involve 5 percent of employees telecommuting 1.5 days (primarily office employees)*
- *Implement programs to involve 10 percent of employees eligible for a ridesharing program*

unmitigated (and purported baseline) emissions claimed in the Draft IS/MND., "CalEEMod Panattoni ops (solar correction)," sent under separate cover).

Upon seeing the calculation error for GHG-2, we have re-run the CalEEMod model, taking each of the GHG Mitigation Measures in isolation, and excluding the land-use revisions of GHG-1. This process of estimation ought to ensure that no mitigation measure-related emissions reductions are double-counted. The results were as follows:

Results of CalEEMod model Re-Run, 5/4-6/2012

GHG-2 (On-site Energy):	reduction of 52.42 MT/yr or 0.8%
GHG-3 (Energy Consumption):	reduction of 154.18 MT/yr or 2.3%
GHG-4 (Water Consumption):	reduction of 14.91 MT/yr or 0.2%
GHG-5 (Solid Waste):	reduction of 42.14 MT/yr or 0.6%

Sources: see CalEEMod Panattoni ops 'BASELINE'_INPUTS (GHG-*i*, sent under separate cover.⁵

Two interesting features stand-out from the model re-runs when compared to the estimated emissions reductions published in the IS/MND. The estimates for Energy Consumption and Water Consumption mitigation measures closely track those published in the Draft IS/MND. However, the Solid Waste reduction estimate is *less than half* in the re-run as compared to the reduction published in the IS/MND (42.14 MT/yr vs. 106.07 MT/yr). The GHG Analysis should be re-run by the City's consultants, with care taken to ensure that *other* reducing options are not "toggled" in the model before running the GHG-5 mitigation measure.

If one runs Mitigation Measures GHG-2 through GHG-5 on the development program described in the Project Description section of the IS/MND, the sub-total of the CO₂e emissions reductions tally to **only 258.53 MT/yr**. That sub-total, added *either* to the GHG reductions of Mitigation Measure GHG-1 that were claimed in the Draft IS/MND (1,543.51 MT/yr) or our re-run estimate of 1,573 MT/yr, equals ***less than 28 percent of the ostensible baseline Project emissions***. The emissions reductions from GHG-1 through GHG-5 fall short of the 29 percent objective set in the Draft IS/MND.

In summary, even when measured according by its own flawed standards and methods, the mitigation measures contained in the Draft IS/MND are **insufficient to reduce impacts below the significance threshold**.

An EIR must be prepared for the Project in order to more carefully evaluate *various* GHG Significance Thresholds and in order to identify a full range of mitigation measures. It will be especially important for the City and its consultants to evaluate potential transportation demand management mitigation measures for commuters, given that a large percentage of the Project's modeled GHG emissions originate from "mobile sources," meaning vehicles trips to and from the Project site.

⁵ The Model Re-Runs that these results stem from incorporate a correction to the Land-Use inputs for the model. Whereas it appears from the CalEEMod "panattoni ops" file that we received from the City that the GHG Analysis allowed default values for each land-use category's total parcel acreage, we input actual acreage from the Project application file. This correction will lead to more accurate estimates of emissions related to site preparation. The difference between the two different approaches was substantial: Default acreage undercounts the Project's total acreage by approximately 14 acres.

4. The Quantity of GHGs Admitted in the IS/MND Exceed Significance Thresholds Adopted by Other Air Pollution Control Districts

Air regulatory bodies within the State of California have proposed various methods for determining the significance of a given quantity of expected GHGs. Several regional Air Districts have adopted significance thresholds. The first Air District to adopt a GHG threshold was the neighboring Bay Area Air Quality Management District. The most recently adopted GHG significance threshold was that of the San Luis Obispo County Air Pollution Control District (March 28 2012, , available via <http://www.slocleanair.org/business/pdf/2012/GHG/Greenhouse%20Gas%20Thresholds%20and%20Supporting%20Evidence%204-2-2012.pdf>).

Without any substantial evidence to support its choice, the IS/MND “cherry-picks” one Significance Threshold for GHGs adopted by one air pollution control district (the San Joaquin Valley Air Pollution Control District).

We make a “fair argument”, backed by substantial evidence, that the Project’s GHG emissions dramatically exceed other Significance Thresholds that have well founded justifications and evidence. The Significance Thresholds break-down into two categories: “**Bright-line**” thresholds that aim to “capture” enough projects with large emission and make them subject to emissions-reducing mitigation measures; and “**Efficiency**” thresholds, which allows for the fact that highly efficient projects (e.g. with emissions that are low *relative* to the population of residents and employees “served”) help California to meet the overall GHG reduction goals of AB 32.

The Project Exceeds Adopted Bright-line Significance Thresholds:

BAAQMD & the San Luis Obispo APCD have adopted “bright-line” thresholds of significance between **1,100 MT/yr and 1,175 MT/yr** of CO₂-equivalent gases in order to achieve aggregate emission reductions that the Agencies calculated would be needed within their respective jurisdictions by 2020 in order to meet AB 32 reduction targets.

The Draft IS/MND projects that the Panattoni Mixed Use Project will emit 4,436 MT/yr of GHGs *after implementation of Mitigation Measures GHG 1 - 5*. That amount is **four-times** in excess of the above bright-line thresholds.⁶ Barring significant evidence to the contrary, a “fair argument” exists that the Project exceeds project-level emissions thresholds that will adversely impact California’s ability to meet its GHG reduction goals, codified in AB 32.

The Project Exceeds Adopted Efficiency Significance Thresholds

BAAQMD & the San Luis Obispo APCD have adopted “bright-line” thresholds of

⁶ The Draft IS/MND concludes that the Project will be associated with 4,436.2 MT/yr of GHGs. $4,436.2 \div 1,100 = 4$. $4,436.2 \div 1,175 = 3.78$. Note that our model re-run estimates Project CO₂e emissions to be 4,835.6 MT/yr after implementation of all relevant mitigation measures.

significance between **4.3 - 4.9 MT/Yr/ServicePopulation** (Service Population = Residents + Employees).

Estimates of the Service Population per different land-use category specific to Yolo County or the greater Sacramento Valley air basin were not readily available. The SLO County APCD, however, publishes as Appendix 4 its own estimates of employees per 1,000 square feet of various commercial/retail land use categories. (See <http://www.slocleanair.org/business/pdf/2012/GHG/Greenhouse%20Gas%20Thresholds%20and%20Supporting%20Evidence%204-2-2012.pdf> at pg. 42)

The table below summarizes the Service Population rates and resulting estimated numbers of employees for the Panattoni Mixed Use Project:

Land Uses	Size	Metric	Emps/Unit	Emps
General Office Building	101	1000sqft	2.52	254.52
Fast Food Restaurant with Drive Thru	2.5	1000sqft	6.22	15.55
High Turnover (Sit Down Restaurant)	8.2	1000sqft	1.97	16.154
Automobile Care Center	57.98	1000sqft	2.47	143.211
Strip Mall	20	1000sqft	2.39	47.8

Note: No estimate readily available for employees per 1,000 SF not available for "New Car Sales"

The total estimated Service Population of the project therefore is **477 people**.

To compare the Project's GHG ("mitigated") emissions against the Efficiency Significance Thresholds is a simple matter of division:

$$4,436.20 \text{ MT/yr/CO}_2\text{e} \div 477 = 9.3 \text{ MT/yr /ServicePopulation}$$

[source: GHGs after mitigation, as claimed in the Draft IS/MND]

The resulting Efficiency estimate is approximately **double** the efficiency significance thresholds adopted by the BAAQMD and the SLO APCD.⁷

To conclude this discussion of the IS/MND's GHG Analysis & Mitigation Measures, Carpenters Local 46 wishes to reiterate:

The Draft IS/MND is flawed as an information document. The document contains errors in summarizing applicable Significance Thresholds, and, without explanation, ignores alternative Significance Thresholds. The Analysis contains significant CalEEMod and Emissions-reduction estimation errors.

⁷ The division results are: $9.3 \div 4.9 = 1.90$ and $9.3 \div 4.3 = 2.16$. Our model re-run estimated the Project's CO₂e emissions to be about 400 MT/yr higher than the sum published in the IS/MND, so "2" is conservative.

B. The Project Will Have Significant, Unmitigated *Cumulative* Impacts on Regional Air Quality

Using the CalEEMod model, and updating Project inputs to reflect the Project as it stands in the IS/MND and the land acreages for the respective land uses published in the IS/MND, we ran the CalEEMod model to estimate the project's individual impacts on important "criteria air pollutants" of concern to the Yolo-Solano Air Quality Management District. Please see the table of output estimates from that model run.

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
Category	tons/yr									
Energy	0.02	0.17	0.14	0.00		0.00	0.01		0.00	0.01
Mobile	3.48	9.59	29.88	0.04		0.29	4.14		0.29	0.45
Waste						0.00	0.00		0.00	0.00
Water						0.00	0.00		0.00	0.00
Total	4.46	9.76	30.02	0.04		0.29	4.15		0.29	0.46

Note: Measurements are tons per year.

Source: CalEEMod input and output files, to be sent under separate cover.

The Draft IS/MND erroneously states that the YSAQMD's Significance Thresholds for ROG and NOx are stated in *pounds per day*, and asserts that the standard for each contaminant of concern is 82 pounds per day (IS/MND).

The YSAQMD's adopted thresholds are stated below (YSAQMD 2007).

Table 1. Thresholds of Significance for Criteria Pollutants of Concern.

Pollutant	Thresholds of Significance
ROG	10 tons/year
NO _x	10 tons/year
PM ₁₀	80 lbs/day
CO	Violation of a state ambient air quality standard for CO

Source: Yolo-Solano Air Quality Management District's "Handbook for Assessing and Mitigating Air Quality Impacts," Adopted July 11, 2007 (available via <http://www.ysaqmd.org/documents/CEQAHandbook2007.pdf>)

Comparing the modeled Project emissions of the ozone precursor contaminants ROG and NOx, it is clear that the Project, as described in the Draft IS/MND, will have annual NOx emissions that come *within two and one-half percent* of the applicable Significance Threshold. This proximity to the significance threshold invites the question: will the Project have *cumulative* impacts on regional air quality?

1. The Project Will Have Significant, Unmitigated Cumulative Impacts on Regional Air Quality

A CEQA document must discuss significant cumulative impacts (CEQA Guidelines section 15130(a)). This requirement flows from CEQA section 21083, which requires a finding that a project may have a significant effect on the environment if "the possible effects of a project are individually limited but cumulatively considerable. . . Cumulatively considerable' means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." "Cumulative impacts" are defined as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." CEQA Guidelines section 15355(a). "[I]ndividual effects may be changes resulting from a single project or a number of separate projects." CEQA Guidelines section 15355(a).

"The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time." *Communities for a Better Environment v. Cal. Resources Agency* ("CBE v. CRA"), (2002) 103 Cal.App.4th 98, 117. A legally adequate cumulative impacts analysis views a particular project over time and in conjunction with other related past, present, and reasonably foreseeable probable future projects whose impacts might compound or interrelate with those of the project at hand.

The applicable threshold of significance for cumulative impacts is stated in the 2007 YSAQMD "Handbook."

*For ground level ozone, the District prepares air quality plans that address attainment of the State and federal ozone AAQS. These plans accommodate growth by projecting growth in ozone precursor emissions based on different indicators. Through the air quality planning process, ozone precursor emission growth is offset by regional controls on stationary, area, and transportation sources of air pollution. **Project ozone emissions above individual thresholds have not been accommodated in the air quality plans and are therefore not consistent with air quality plans.** Emissions will have a significant cumulative impact on regional air quality unless ozone precursor emissions above the thresholds are offset.*

The Panattoni Mixed Use Project will produce considerable quantities of the smog precursor air contaminants ROG_s and NO_x. Utilizing the CalEEMod model, the Panattoni Mixed Use Project will come within adopted YSAQMD annual emissions thresholds as follows:

Contaminant	Project Emissions/Yr (tons)	YSAQMD Threshold	Tons/Yr below Threshold
ROG _s	4.46	10 Tons/Yr	5.54

NOx	9.76	10 Tons/Yr	0.24
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Note: Output based on Land Use Sq Ft provided by City and reported in IS/MND

The MND ignores entirely the Project's cumulative impacts together with other recently proposed, approved and pending projects in the vicinity of Woodland. The proposed Project is proximate to other foreseeable projects - most obviously the recently approved Petrovich Woodland Gateway Phase II project ("Gateway II") - which will cumulatively have *far* more than 5.30 Tons/Yr of ROG emissions and nearly 50 tons per year of NOx emissions above the annual threshold.

The Gateway II project is located less than one mile to the south of the Project site. The draft EIR for Gateway II carefully detailed the expected smog-promoting pollutant impacts of that project:

*DRAFT EIR
WOODLAND GATEWAY PHASE II
APRIL 2010*

Table 4.3-10 Operational Annual Emissions at Buildout				
Source	Emissions (tons/year)			
	ROG	NOX	PM ₁₀	PM _{2.5}
Area Sources				
Natural Gas Use	0.16	2.14	0.00	0.00
Landscape Maintenance	0.07	0.01	0.00	0.00
Architectural Coatings	0.75	--	--	--
Mobile Sources	41.80	56.86	59.57	11.74
<i>Total Emissions:</i>	<i>42.78</i>	<i>59.01</i>	<i>59.57</i>	<i>11.74</i>
<i>YSAQMD Thresholds:</i>	<i>10</i>	<i>10</i>	<i>--</i>	<i>--</i>
<i>Exceeds YSAQMD Thresholds?</i>	<i>Yes</i>	<i>Yes</i>	<i>--</i>	<i>--</i>
Emissions were estimated using the URBEMIS2007 computer program, based on default model parameters for Yolo County and trip-generation rates obtained from the traffic analysis prepared for this project.				

Source: page 4.3-41

The Environmental Impact Report for the Gateway II project concluded that the impacts related to long-term increases of criteria air pollutants associated with operation of the proposed project would be significant and unavoidable. The EIR identified mitigation measures that the City Council certified would reduce the magnitude of the impact, but not to a less-than-significant level. The EIR established the following requirement:

*... [T]he project applicant shall coordinate with the YSAQMD and the City of Woodland to develop a project Air Quality Mitigation Plan (AQMP). The AQMP shall incorporate measures sufficient to achieve a **minimum overall reduction of 15 percent for operational emissions**, based on reduction measures and emission reduction methodologies to be reviewed and approved by the YSAQMD. (Gateway II DEIR, pgs.*

4.3-41 - 4.3-42. Emphasis added)

Reducing Gateway II operational emissions 15 percent will leave as much as **36 Tons/yr of ROGs and over 50 Tons/yr of NOX unmitigated and contaminating the air basin within which Woodland lies**. The City acknowledged these significant impacts and properly issued a "Statement of Overriding Considerations" with respect to the Air Quality impacts.

The YSAQMD's air quality plans cannot accommodate the unmitigated excess emissions of air pollutants from the Gateway II project. *Additional* concurrent emissions from the Panattoni Mixed Use project will only further push the air basin further away from attainment of state and federal clean air standards. What is more, if Climate Change is not adequately slowed, under higher GHG emissions scenarios, California temperatures are estimated to rise over the next century from 8° to 10 degrees Fahrenheit, "**leading to a 25 to 35 percent increase in the number of days ozone pollution levels are exceeded in most urban areas.**" (Gateway II DEIR, pg. 4.3-21)

The combination of *inadequately mitigated*, significant Project GHG emissions and *unmitigated*, cumulatively significant emissions of ozone precursors (i.e. NOX) will pose direct threats to Woodland's environment and to the public health of Woodland's residents. The health effects of high ground-level ozone are:

- Breathing difficulties
- Lung tissue damage
- Eye and skin irritation

(Gateway II DEIR, pg. 4.3-3)

The Panattoni Project's Air Quality impacts accordingly must be evaluated via an EIR, where a full range of mitigation measures can be identified and studied. Woodland should require the Project sponsor to adopt feasible mitigation measures identified in the EIR. If feasible mitigation measures are insufficient to reduce the cumulative impacts below significance thresholds, Woodland must adopt a Statement of Overriding Considerations for the discretionary Project approvals (i.e. approval of a Tentative Subdivision Map).

D. Since the Project will have Significant Unmitigated Environmental Impacts, an EIR is Required, Including Evidence to Support a Statement of Overriding Considerations.

As discussed above, the Project will have significant, unmitigated environmental impacts. As a result an EIR and a statement of overriding considerations will be required. Under CEQA, when an agency approves a project with significant environmental impacts that will not be fully mitigated, it must adopt a "statement of overriding considerations" finding that, because of the project's overriding benefits, it is approving the project despite its environmental

harm. (14 Cal.Code Regs. §15043; Pub. Res. Code §21081(B); *Sierra Club v. Contra Costa County* (1992) 10 Cal.App.4th 1212, 1222) A statement of overriding considerations expresses the "larger, more general reasons for approving the project, such as the need to create new jobs, provide housing, generate taxes and the like." (*Concerned Citizens of South Central LA v. Los Angeles Unif. Sch. Dist.* (1994) 24 Cal.App.4th 826, 847)

A statement of overriding considerations must be supported by substantial evidence in the record. (14 Cal.Code Regs. §15093(b); *Sierra Club v. Contra Costa Co.* (1992) 10 Cal.App.4th 1212, 1223)) The agency must make "a fully informed and publicly disclosed" decision that "specifically identified expected benefits from the project outweigh the policy of reducing or avoiding significant environmental impacts of the project." (15 Cal.Code Regs. §15043(b)) As with all findings, the agency must present an explanation to supply the logical steps between the ultimate finding and the facts in the record. (*Topanga Assn. for a Scenic Community v. County of Los Angeles* (1974) 11 Cal.3d 506, 515)

Key among the findings that the lead agency must make is that:
"Specific economic, legal, social, technological, or other considerations, including the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.. [and that those] benefits of the project outweigh the significant effects on the environment."
(Pub. Res. Code §21081(a)(3), (b))

Thus, the agency must make specific findings, supported by substantial evidence, concerning both the environmental impacts of the Project, and the economic benefits including "the provision of employment opportunities for highly trained workers" created. The MND fails to provide substantial evidence to support a statement of overriding considerations. The City has no substantial evidence on which to base any determination that the economic benefits of the Project outweigh its admittedly significant environmental impacts.

V. CONCLUSION

For the foregoing reasons, Local 46 respectfully requests that the County not approve the proposed Mitigated Negative Declaration, require preparation of an Environmental Impact Report for the Project, and refrain from issuing any Project approvals unless and until an EIR is circulated for public comment and certified as complete, including implementation of all feasible mitigation measures and alternatives. We request written notice of any actions, hearings or decisions related to this Project.

Thank you for considering our comments.

Sincerely,

Scott Littlehale

Alex Lantsberg, MCP

Senior Research Analyst
Carpenters Local Union No. 46

Planner & Research Analyst
Carpenters Local Union No. 46

ATTACHMENT C

Applicable City Codes & Regulations

This list is not an exhaustive list of all City code requirements for this project. It serves to inform the applicant of common standards.

PLANNING

1. Prior to issuing Certificate of Occupancy, secure approval and satisfy requirements of all agencies that have jurisdiction.
2. Development of the property shall comply with the City's Community Design Standards and Zoning Ordinance.
3. Prior to issuance of building permits, the parking lot plans shall meet the dimension requirements of the Zoning Ordinance. The full size spaces are 9 x 19 (2-foot overhangs are permitted). The compact spaces are 8 x 16 (1 foot overhangs are permitted). The drive aisle width is 24-feet minimum.
4. As part of Phase 2 development review for the project the applicant will be required to submit for review and approval a comprehensive sign program for all proposed signs, this includes tenant signs and development identification. Signs are a separate permit and tenants shall submit construction drawings and received approval for all proposed signage. The applicant shall remove any non-conforming signs on the project site
5. Lighting shall be confined to the site boundaries and provide safety and security. All building entrances and pedestrian ways shall be adequately lighted pursuant to the City Code and the requirements of the Police Department.
6. Lighting shall be shielded from neighboring properties and Interstate 5 and directed at a specific task or target. Exposed bulbs are prohibited. Exterior light design shall be approved by the Community Development Department.
7. All mechanical equipment (which includes air conditioning units), whether roof-mounted or on the ground, shall be fully screened from view.
8. All public utility structures, including transformers shall be underground or located behind buildings where possible. If not possible, adequate screening shall be provided on three sides via a wall or vegetated trellis subject to Community Development Department approval.
9. Prior to issuing any building permit, applicant shall submit and obtain from the Community Development Department approval for a final landscape and irrigation plan.
10. Prior to issuing Certificate of Occupancy any existing or proposed exterior trash receptacles shall be fully enclosed with masonry materials that are architecturally compatible with the design of the buildings. Landscaping shall surround the trash enclosure on three sides.

Applicable City Codes & Regulations

11. Prior to issuing Certificate of Occupancy any existing chain link fence shall be replaced with blacken tube steel or wrought iron fencing.
12. All uses or activities as described in the project description for the proposed project shall be conducted wholly within completely enclosed buildings, except for off-street parking and loading.
15. Prior to issuing any building permit applicant shall submit and obtain from the Community Development Department approval for a final landscape and irrigation plan.
16. All building entrances and pedestrian ways shall be adequately lighted pursuant to the City Code and the requirements of the Police Department.
17. FEMA NFIP Development Requirements: Under the currently applicable Flood Insurance Rate Map (FIRM) (City of Woodland, California, Yolo County, Map Number 060426-0465H , FIRM Map Revised May 16, 2012) the property is shown in Flood Zone AE which is identified as "Special Flood Hazard Areas Subject to Inundation by the 1% Annual Chance Flood Event". The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year.

BUILDING

18. This project must meet all criteria and mandates for these City adopted codes:
 - A. Title 24 of the 2010 California Code of Regulations
 - B. The Code of the City of Woodland
19. Other City and County Agencies (Health, Fire, Public Works, and Planning) may be required to approve the project prior to a building permit being issued.
20. Any deferred submittals that are not a part of the initial permit application must be listed on the cover sheet of the plan at the time of application for the project.
21. All plans, computations and specifications to be prepared and designed by an architect or engineer licensed by the state of California.
22. A licensed architect or licensed engineer shall be responsible for reviewing and coordinating all submittal documents prepared by others, including deferred submittal items, for compatibility with the design of the building.
23. A soils investigation report shall be provided.
24. Entire facility shall comply with the California Building Code for Accessibility. When conflicts exist between the ADA and the California building Code the standard that provides the greatest degree of accessibility shall comply.

Applicable City Codes & Regulations

25. Accessibility Compliance: Any unauthorized deviations from such regulations or building standards shall be rectified by full compliance within 90 days after discovery of the deviation.
26. Site and development shall comply with the City of Woodland Flood Plain Ordinance. Flood elevation of finished floor shall be at or above Base Flood Elevation (BFE). Two flood certificates are required: initial based upon proposed drawings and final certificate based upon actual finished floor.
 - c. Project location is currently within the AE zone. Project design shall comply with the City of Woodland Flood Plain Ordinance.

DEVELOPMENT SERVICES ENGINEERING

27. Owner/applicant shall be required to obtain an encroachment permit from Development Services Engineering and pay plan check and inspection fees to cover any work within the public right-of-way and connection to City utility services.
28. All improvements within the public right-of-way and utility connections shall be designed and constructed in accordance with the City of Woodland Standard Specifications and Details and any approved addendums or revisions.
29. The project shall install backflow prevention assemblies consistent with the design requirements of the City of Woodland Standard Specifications. Only backflow prevention assemblies shown on the State of California Department of Public Health list shall be allowed. Backflow prevention assemblies shall be shown on the utility site plan and located on the customer side of the meter.
62. All domestic and landscape water services for the site shall be metered. Meters shall meet the requirements of the City of Woodland Standard Specifications and any approved amendments. Meters shall be furnished and installed by owner in locations approved by Development Services Engineering or the Engineering Inspector for the project. Data Units for the meters shall be installed by the City (included in permit fees).
30. The site is required to comply with the City's stormwater ordinance and the *Technical Guidance Manual for Stormwater Quality Control Measures*. Specifically, the site shall incorporate general site design control measures (e.g. minimize impervious surfaces) and site-specific control measures (e.g. storm drain message and signage on drain inlets, covered trash enclosures, etc). The project shall pay an in-lieu fee for treatment control measures as specified in the City's Comprehensive Fee Schedule.
31. The project will be required to conform to all requirements of Chapter 19 of the Municipal Code, *Wastewater Treatment and Discharge*.
32. Construction of projects disturbing more than one acre of soil shall require a National Pollution Discharge Elimination System (NPDES) construction permit.

Applicable City Codes & Regulations

Applications/projects disturbing less than one acre of soil shall implement BMP's to prevent and minimize erosion. The improvement plans for construction of less than 1 acre shall include a BMP to be approved by the City Engineer.

33. Prior to approval of improvement plans, the Owner shall pay all fees for plan check and inspection of offsite infrastructure improvements, as approved by City Council and defined in the City Fee Schedule. If Owner pays a deposit only at improvement plan submittal, the balance shall be paid prior to improvement plan approval by the City Engineer.
34. This project is subject to the City's Storm Water Quality Control Ordinance. All parcels, regardless of size shall incorporate General Site Design Measures, Site Specific Measures, and Treatment Measures
35. Final map shall tie into two City control network monuments in accordance with the City's electronic submission ordinance

POLICE

Natural Access Control:

36. Public entrances should be clearly defined by walkways and signage.
37. Street numbers should plainly visible and legible from the street or road fronting the property.
38. The address number of every commercial building shall be internally illuminated during the hours of darkness so that it shall be easily visible from the street. The numerals in these numbers shall be no less than six inches in height. (City building code Uniform Security Code Sec.1021)
39. All exterior commercial doors, during the hours of darkness, shall be illuminated with a minimum of one foot-candle of light. All exterior bulbs shall be protected by weather and vandalism resistant cover(s). (City building code Uniform Security Code Sec. 1021)
40. Open parking lots, and access thereto, providing more than ten parking spaces and for use by the general public, shall be provided with a maintained
41. Minimum of one foot-candle of light on the parking surface from dusk until the termination of business every operating day. (Ord. No. 1486 Sec 8(part).)
42. Entrances to parking areas should be controlled by fence, gate or attendant.
43. Delivery entrances should be separate, well-marked and monitored.

Natural Surveillance:

44. Restrooms should be observable from nearby offices.

Applicable City Codes & Regulations

45. Dumpster enclosure should not create blind spots or hiding areas.
46. Parking areas should be visible from windows: side parking areas should be visible from the street.
47. Parking and entrances should be visible to patrol cars, pedestrians, parking attendants and/or building personnel.
48. Reception areas should have a view of parking areas.
49. For areas intended to be used at night, ensure that lighting supports visibility. Where lighting is placed at lower height to support visibility for pedestrians, ensure that it is vandal-resistant.
50. Avoid lighting of areas not intended for nighttime use to avoid giving a false impression of use or safety. If danger spots are usually vacant at night, avoid lighting them and close them off to pedestrians.
51. Use photoelectric rather than time switches for exterior lighting.
52. Low growing shrubs are an excellent means for defining an area that requires visual surveillance; all shrubs should be kept trimmed to no higher than 2.5 feet and should not cover windows.
53. Tree branches should be kept trimmed to no lower than 6 feet from the ground; trees should not prevent building occupants from viewing the front entrance or sidewalk. In addition, branches should not interfere with lighting.
54. A landscaping maintenance plan is essential to keep shrubs and trees trimmed.
55. Window signs should not cover 15% of the windows.

Territorial Reinforcement:

56. Perimeter fencing should be designed to maintain visibility from the street.
57. Security and/or reception area should be positioned to screen all entrances.
58. Delivery hours should be limited to daytime hours.

Target Hardening:

59. Exterior door knobs should be a minimum of 40 inches from adjacent windows.
60. Case hardened dead bolt locks should be installed on all exterior doors with a minimum of a one-inch throw.
61. Door hinges should be installed on the interior side of the door or tamper-proof hinges used.

Applicable City Codes & Regulations

62. Delivery bays should be secured with locks.
63. Windows shall be deemed accessible if less than twelve feet above ground. Accessible windows having a pane exceeding ninety-six square inches in an area with the smallest dimension exceeding six inches and not visible from a public or private thoroughfare shall be protected in the following manner: (Section 1021)
64. Fully tempered glass or burglary resistant glazing (Fire Department approval required); or
65. The following window barriers may be used by shall be secured with non-removable bolts:
66. Inside or outside iron bars or at least one-half inch round or one by one-quarter – inch flat steel material spaced not more than five inches apart and securely fastened; or
67. Inside or outside iron or steel grills of at least one-eighth inch material with not more than a two-inch mesh and securely fastened.
68. If a side or rear window is of the type that can be opened, it shall, where applicable, be secured on the inside with either a slide bar, bolt, crossbar, auxiliary locking device, and/or padlock with hardened steel shackle, a minimum four pin tumbler operation.
69. The protective bars or grills shall not interfere with the operation of opening windows if such windows are required to be opened by the Building Code or by the Fire Code for required access openings for firefighting purposes. (Fire Department approval required).
70. Consider using strong, wear resistant laminate, impervious glazed ceramics, treated masonry products, stainless steel materials, anti-graffiti paints, and clear over sprays to reduce opportunities for vandalism.

FIRE DEPARTMENT

71. An automatic fire sprinkler system is required per City of Woodland Municipal Code Chapter 9 and the 2010 California Fire Code.
72. Automatic fire sprinkler systems shall be designed and installed in accordance with NFPA 13, 2010 edition, City of Woodland Municipal Code Chapter 9 and the 2010 California Fire Code. Plans shall be submitted to the Woodland Fire Department Fire Prevention Office for review and approval. 3 Sets of plans shall be submitted.
73. Underground fire service mains shall be designed and installed in accordance with NFPA 24, 2010 edition, City of Woodland Municipal Code Chapter 9 and the

Applicable City Codes & Regulations

2010 California Fire Code. Plans shall be submitted to the Woodland Fire Department Fire Prevention Office for review and approval. 3 Sets of plans shall be submitted.

74. A plan check and inspection fee will be required upon submittal of plans for plan check for automatic fire sprinkler systems and fire service undergrounds. Contact the City of Woodland Fire Department Fire Prevention Office for current fees.
75. The outside audible warning for the fire sprinkler system shall be from an approved horn-strobe device.
76. The fire department connection, post indicator valve and check valve assembly shall be located within 40 feet of a hydrant along an approved route. The fire department connection shall be installed on the street side of the building.
77. A plan check and inspection fee will be required upon submittal of plans for plan check of fire alarm systems. Contact the City of Woodland Fire Department Fire Prevention Office for current fees.
78. Provide fire extinguishers in accordance with the 2010 California Fire Code.
79. A Knox Box shall be installed at an approved location for Fire Department access. The application for the Knox Box may be acquired at the Woodland Fire Department Fire Prevention Office. The Knox Box shall be installed on the street side of the Building.
80. Knox Caps are required for the fire department connection. The Knox Caps may be ordered with the Knox Box application form.
81. Access for Fire Department apparatus is required to be a minimum of 20'. No-parking fire lanes shall be required to be painted in approved locations where parking of vehicles may restrict the 20-foot access lanes. Please contact the Woodland Fire Department Fire Prevention Office to determine the location of fire lanes. A clear height of 13feet 6 inches shall be provided.
82. Access gates to control vehicle access are to be located to allow a vehicle waiting for entrance to be completely off the intersecting roadway. A minimum clear open width of 20 feet shall be provided. If gates are to be locked, a Knox system shall be installed. Gate plans shall be submitted for approval to the Fire Department prior to installation
83. The turning radius of a fire apparatus access road shall be a minimum standard turning radius of 28 feet inside and a 48 foot outside diameter. This dimension may be increased when determined by the Fire Code Official. The turning radius for fire apparatus for this project may be problematic due to the limited space.

Applicable City Codes & Regulations

84. Fire Flow- The minimum fire flow required shall be determined as specified by the City of Woodland Municipal Code, Chapter 9, 2010 California Fire Code and the City of Woodland Standard Specifications and Details, 2010 edition. Given the present plans and information, the required fire flow is approximately 1750 gallons per minute at 20 psi for a minimum 2 hour duration. The applicant shall meet the required volume and duration at the project site prior to obtaining a building permit.
85. Water supply and fire hydrants shall be installed in accordance with CFC Article 9 (903). When any portion of the facility or building is in excess of 150 feet from a water supply on a public street, on site fire hydrants will be required. A total of 6 fire hydrants are required to provide fire protection for this project. A plan shall be submitted to the Fire Department to determine the location of the fire hydrants. Plans shall be approved prior to the installation.
86. Fire Hydrants shall be installed and meet the City of Woodland Standards.
87. Approved numbers or addresses shall be placed on all new and existing buildings in such a position as to be plainly visible and legible from the street or road fronting the property. Said numbers shall contrast with their background. All new commercial buildings shall display a lighted street number in a prominent location with numbers not less than 6 inches in height.
88. Fire safety during construction, alteration, or demolition shall be in accordance with CFC Article 87, for Fire Department access, water supply, and fire protection.
89. The classification of this building as a B and S-1 occupancy may be issue based on the expected uses. A Hazardous Materials Management Plan in accordance with the CFC Chapter 27 shall be provided prior to the issuance of any building permits. The HMMP shall show how the project will manage the quantities and types of hazardous materials to keep below the exempt amounts permitted for a B Occupancy. Hazardous materials shall be in accordance with the 2010 CFC.
90. Provide a complete list of all known hazardous materials in the form of a Hazardous Materials Inventory Statement. See 2010 CFC, Section 2701.5.2.
91. An annual Fire Code permit will be required for the storage and use of hazardous materials. Additional annual Fire Code permits may be required.
92. Provide a complete description and use of the warehouse building including all hazardous materials, flammable liquids and products to be stored. The storage height and manner of storage shall also be provided.

Applicable City Codes & Regulations

93. Installation of Photovoltaic systems shall meet the California State Fire Marshal Guidelines of the installation of such systems. Plans shall be submitted for approval prior to installation.
94. Deferred Submittals. The following plans shall be identified and noted on building plans as deferred submittals. Deferred submittals shall be submitted under separate cover and directly to the City of Woodland Fire Department for review.
 - a. Automatic fire sprinkler systems
 - b. Fire service undergrounds and on-site fire hydrants

PUBLIC WORKS INDUSTRIAL PRETREATMENT DIVISION

WasteWater

95. Project plans for Phase-1 show there will be two car wash facilities, one at each dealership. As a result, this project will be required to comply with City of Woodland Municipal Code Chapter 19 (Wastewater Discharge and Treatment), with the installation of at least two oil and sand separators required (one for each car wash). Other wastewater pretreatment devices may be required later upon review of building plans.

Stormwater

96. As a new development project, the Panattoni Mixed-Use Development Project is required to implement the General Site Design Control Measures detailed in the City of Woodland's Stormwater Quality Control Measures Technical Guidance Manual. These General Site Design

Control Measures include:

- G-1: Conserve natural areas;
 - G-2: Protect slopes and channels;
 - G-3: Control peak stormwater runoff discharge rates;
 - G-4: Minimize impervious areas; and
 - G-S: Minimize effective imperviousness.
97. Additionally, the following Specific Source Control Measure detailed in the City of Woodland's Stormwater Quality Control Measures Technical Guidance Manual is to be required.
 - S-I: Storm Drain Message and Signage - for all storm drains on the property.

Memorandum

Date May 9, 2012

To Paul Hanson, AICP, Senior Planner

From Brian Grattidge, Senior Associate

Subject Panattoni Mixed Use Development - Comments on the Mitigated Negative Declaration

In compliance with the California Environmental Quality Act (CEQA), the City of Woodland circulated a proposed Mitigated Negative Declaration (MND) on April 4, 2012, for a period of 30 days. Four written comment letters were received during that time. Two additional comment letters were received after the 30-day period but are nevertheless addressed in this memorandum.

- Yolo County Habitat/Natural Community Conservation Plan JPA (email)
- California Department of Transportation, District 3
- Regional Water Quality Control Board, Central Valley
- Yolo County Environmental Health Department (late)
- Carpenters Union Local 46
- Woodland Motors (late)

Consideration of Comments

CEQA requires that the decision-making body of the lead agency “consider” any comments received during the public review process (CEQA Guidelines Section 15074). Unlike an environmental impact report, formal written responses to the comments are not required. Nevertheless, in order for the decision-making body (in this case, the Planning Commission) to make an informed decision in considering the proposed project, a summary of the comments received and a response to each comment are provided below. The comment letters, in their entirety, are attached to this memorandum. In addition, clarifications and minor revisions made to the proposed negative declaration as a result of the comments are attached.

***Yolo County Habitat/Natural Community Conservation Plan JPA.
Email dated April 19, 2012.***

County staff, on behalf of the Joint Powers Authority, provides comments on the Habitat Conservation Plan and the project’s potential impact on Swainson’s hawk and its habitat. In addition to some technical clarifications, the JPA states:

I agree that a specific biological assessment is not warranted if the site is identified as foraging habitat, as long as your biological consultant has ruled out burrowing owl. Lastly, the Habitat JPA cannot require mitigation nor does it approve it. The HCP/NCCP Planning Agreement and JPA formation documents, executed by the cities, UC Davis, and the county, stipulate as to how mitigation for Swainson's hawk will be carried out. Perhaps a better way to frame that statement would be to say that impacts to Swainson's hawk will be mitigated in accordance with DFG policies and the Habitat JPA's Swainson's Hawk In Lieu Mitigation Fee Program.

ESA, as the City's environmental consultant, has determined it is reasonable to identify the project site as foraging habitat for the Swainson's hawk. We have also determined a low probability that the site is suitable for burrowing owl habitat (see Appendix B of the MND). As the lead agency, and a participant in the JPA, the City will require mitigation in accordance with DFG policies and the Swainson's Hawk In Lieu Mitigation Fee Program.

No changes to the MND are required. Mitigation Measure BIO-2 would mitigate potential impacts to Swainson's hawk, as discussed by the commenter.

California Department of Transportation, District 3. Letter dated May 3, 2012.

The Department notes that the projected project trip generation exceeds 100 trips during the peak hour and requests that a traffic impact study for the I-5 interchange be prepared. The Department then identifies the parameters of a typical interchange study, and the need for an Encroachment Permit from the Department if highway improvements are proposed by the City.

The City has studied the I-5 / CR 102 interchange extensively. Traffic impact studies were prepared for the Gateway I project, the Gateway II project, and the I-5 / CR 102 Interchange Study. These studies are available for review at Woodland Planning Department. Each of these studies considered the cumulative impacts of development affecting the I-5 interchange. The proposed project (Panattoni) is consistent with the general plan designations and zoning that were used in the cumulative analysis for these studies. Based on this, the City concluded that the trips generated by the Project would not generate the need for highway improvements on I-5, and thus would not require an Encroachment Permit from the Department. The City has determined that the impacts to I-5 have been previously addressed, and in prior environmental impact studies, and where necessary, appropriate mitigation measures adopted. Given this, the focus of the Panattoni traffic analysis was properly focused on local circulation (East Main Street at Freeway Drive and at Quality Circle). (See MND at pp. 54-57 and Appendix E.)

***Regional Water Quality Control Board, Central Valley Region.
Letter dated May 3, 2012.***

The Board identifies several permits that may be required for the proposed project, including:

- Construction Stormwater Permit
- MS4 Permits
- Industrial Storm Sewer Permit
- Clean Water Act Section 404 Permit
- Clean Water Act Section 401 Permit
- Waste Discharge Requirements

The MND identifies the Regional Water Quality Control Board as a potential responsible agency (due to its permitting authority). The applicant will be required to obtain and comply with all Board permits. The biological analysis considers the presence of waters of the U.S. and concluded there were no jurisdictional waters within the project site. Therefore, Section 404 and 401 Permits are not required. As the commenter does not raise any issues with the impact evaluation or proposed mitigation measures, no further response from the lead agency is required.

***Yolo County Health Department – Environmental Health.
Land Use Review Form dated May 7, 2012.***

The Yolo County Health Department, Environmental Health division, submitted a completed Land Use Review Form for the Project. The Form notes that, prior to handling hazardous materials in quantities greater than 55-gallong, 500-pounds, or 200-cubic feet, or generating hazardous waster at the Project site, a Hazardous Materials/Waste Application Package must be completed and submitted.

As discussed on pages 36-38 of the MND, no such uses are currently proposed as part of the Project but the comment is noted.

The Form also requests that certain conditions be imposed on the Project:

- Project will connect with both City of Woodland wastewater and potable water systems
- Any unused well or septic systems discovered during the development project must be abandoned under permit with Yolo County Department of Health
- Persons conducting retail distribution of food, beverage, or ice must have a current valid permit with Yolo County Environmental Health.

The Project will Project will connect with both City of Woodland wastewater and potable water systems (see MND p. 5 -59). The Project will be required to obtain all applicable permits for abandonment of wells or septic systems from the Yolo County Department of Health. Finally, it is noted that valid permits from the County are required for the retail distribution of food, beverage or ice.

Carpenters Union Local 46. Letter dated May 4, 2012.

The comment letter from Carpenters Union Local 46 raises several issues with regards to Greenhouse Gas (GHG) emissions and air quality impacts. Each section of the comment letter is summarized below, and, where appropriate, a response is provided.

I. Introduction.

The introduction summarizes the proposed project, states that the project would have significant impacts related to GHG and cumulative air quality effects, and urges the City to prepare an EIR. The issues raised regarding GHG and air quality are further discussed below.

II. Standing

Carpenters Union Local 46 offers an explanation of what they believe to be their interest in the environmental review process.

III. Legal Standard

Carpenters Union Local 46 describes the “fair argument” standard which, under CEQA, requires the preparation of an EIR when there is a “fair argument” that the project would have a significant impact upon the environment. As discussed below, the City of Woodland (lead agency) has determined that there is no evidence in the record, including the Carpenters Union Local 46 comment letter, which supports a “fair argument” that the Project, with implementation of the proposed mitigation measures, may result in significant adverse impacts. Thus, the MND is the appropriate CEQA documentation.

IV. A. GHG Impacts

Carpenters Union Local 46 identifies four issues they believe indicate that the Project will have a significant impact related to GHG emissions. Each of these issues is discussed below.

1. Carpenters Union Local 46 states that the Project would generate high GHGs in absolute terms, even after mitigation. Carpenters Union Local 46 references the MND, which calculates GHG emissions of 4,436.20 MT/yr with the implementation of mitigation measures. The MND also discusses a potential screening criterion of 900 MT/yr, a level below which further analysis would not be necessary. The basis for this, described in the MND, is the California Air Pollution Control Officers Association (CAPCOA) 2008 publication “CEQA and Climate Change.” Carpenters Union Local 46 does not argue for or against the use of this number as a “de minimus” threshold, but merely argues that 4,436.20 MT/yr is too high in absolute terms because it exceeds the de minimus threshold adopted by the City. The commenter appears to misunderstand the purpose of the “de minimus” threshold. Had the Project been determined to be below that threshold, the City would have concluded its analysis of the Project’s GHG emissions there. Because the Project was found to exceed that threshold, the City continued its analysis of the Project’s GHG emissions to determine if, with or without mitigation, the Project GHG emissions impacts would be less than significant. The significance threshold is different than a “de minimus” threshold. A Project can have some impact, and thus exceed the “de minimus” threshold but also have a “less than significant” impact if its GHG emissions are, or can be brought to, below the significance threshold established by the City. The use of thresholds based to the extent possible on scientific and factual data, such as the de minimus threshold taken from CAPCOA’s publication, are a necessary and established part of CEQA analysis. (CEQA Guidelines §§ 15064(b); 15064.7; *Citizens for Responsible Equitable Environmental Development v. City of Chula Vista* (2011) 197 Cal.App.4th 327). No further response to this issue is needed, as Carpenters Union Local 46 provides more specific comments on the threshold below.
2. Carpenters Union Local 46 states the threshold used in the MND is inadequate. Specifically, Carpenters Union Local 46 states [correctly] that the Yolo-Solano Air Quality Management District (YSAQMD) has not adopted a threshold with regard to GHG emissions. They go on to note that other air district have adopted such standards

and that the MND cites the San Joaquin Valley Air Pollution Control District (SJVAPCD) in using a threshold based on achieving a 29% reduction (compared to “Business as Usual” which is discussed further, below). The MND notes that the SJVAPCD threshold was informational but does not select, or state, that the MND is implementing analysis under the SJVAPCD threshold. Instead it selects a threshold of 29% reduction that reflects the policy direction of AB 32. (MND at p. 32-33.) Absent a locally or regionally adopted climate action plan or greenhouse gas reduction plan, an evaluation of a project’s consistency with the goals expressed in AB 32 is a reasonable approach. (*See Citizens for Responsible Equitable Environmental Development v. City of Chula Vista* (2011) 197 Cal.App.4th 327, 337 [city properly exercised its discretion to utilize compliance with [AB] 32 as the threshold].) AB 32 does not provide local mandates, but provides an overall goal for the State. Actual land use targets for GHG reduction, as shown in the AB 32 Scoping and in adopted SB 375 targets (both documents are available from the California Air Resources Board website, www.arb.ca.gov).

Carpenters Union Local 46 then states the MND “omits discussion of the SJVAPCD Guidance Document for Establishing Business-as-Usual and Baseline scenarios” and “must detail its methodology for measuring ‘business as usual’ emission.” Carpenters Union Local 46 states that neither YSAQMD nor SJVAPCD have developed emission factors to create a business as usual scenario. This is correct, but as further discussed below, is not relevant, because the lead agency has discretion to determine the appropriate business as usual scenario against which to evaluate the Project.

Carpenters Union Local 46 also states that they received information that the CalEEMod emissions modeling program does not create a “business as usual” scenario by default. That is also not in dispute. The “business as usual” scenario is based on the original project application, as described below.

Finally, Carpenters Union Local 46 claims that the “unmitigated” Project, which is used to represent the business as usual scenario is hypothetical and that this creates a fundamental flaw in the analysis. The City disagrees with this based on the following factors:

- The “unmitigated” scenario evaluated in the EIR to determine the Project’s operational GHG emissions accurately reflects the land use proposal submitted by the applicant to the City. The applicant submitted an application for development that was within the level of development permitted under existing zoning and the general plan, and reflected the characteristics of the site, and the development market. The applicant was not privy to any discussions by the City concerning the threshold that would be used in analyzing the GHG emissions and therefore had no incentive to propose a project that was anything other than what they hoped would ultimately be approved.
- The originally proposed floor area ratios (and the subsequent square footage of the buildings) are well within the existing zoning and general plan standards. Given this, Carpenters Union Local 46, has no basis to claim that the applicant did

not intend to receive entitlements for two large (5500 SF) drive-through restaurants. Indeed, the proposed mitigation measure that would restrict restaurant development to one 2500 SF drive-through is an effective, and unprecedented (within Woodland), measure to reduce unnecessary vehicle travel. The statement by the preparer of the GHG analysis, as quoted by Carpenters Union Local 46, that a 2500 to 3000 SF drive-through is more common, is a reflection that the Project, as mitigated, is still feasible; it is not a statement that the originally proposed project is somehow unrealistic or was an attempt to “game” (using the words of Carpenters Union Local 46) the system.

3. Carpenters Union Local 46 states that the other four GHG mitigation measures (GHG 2 through 5) contain errors that overestimate the reductions in GHG. According to Carpenters Union Local 46, the solar mitigation measure, GHG-2, has the largest degree of error. Unrelated to Carpenters Union Local 46’s comments, the City has now opted to replace this mitigation measure due to questions regarding its feasibility, and has recalculated the other proposed GHG reduction measures. The solid waste measure, also questioned by Carpenters Union Local 46, has been replaced, as it is no longer necessary to meet the reduction target. The modified mitigation measures, and the associated calculations, are attached to this memorandum.
4. Carpenters Union Local 46 states that the GHG emissions in the MND would exceed the significance thresholds adopted by other air pollution control districts. The commenter particularly discusses the Bay Area Air Quality Management District and San Luis Obispo Air Pollution Control District thresholds and states that they should be considered. The commenter does not state why such thresholds are more applicable or relevant to the Project, except that they are lower thresholds than the 29% reduction threshold employed by the City. The commenter does not explain why, in terms of land use patterns and meteorology, thresholds developed in the Bay Area and Central Coast would be more appropriate to a project in the City of Woodland than a threshold developed by an air district in the San Joaquin Valley.

Further, CEQA Guidelines Section 15064.7(c) discusses the use of thresholds adopted by other agencies for use in a CEQA document. The decision to use such a threshold must be supported by substantial evidence. In this instance, the City considered whether the Project would be consistent with the goals of AB 32 based on whether, with mitigation, it could achieve a reduction of 29% in GHG emissions from the level of development permitted by the City’s zoning laws and reflected in the originally proposed project. Under CEQA Guidelines 15064.4(b), lead agencies are allowed to decide what threshold of significance to apply to a project’s GHG emissions. (*See Citizens for Responsible Equitable Environmental Development v. City of Chula Vista* (2011) 197 Cal.App.4th 327, 337.) Further, in *Citizens for Responsible Equitable Environmental Development v. City of Chula Vista* (2011) 197 Cal.App.4th 327, 337, the Court of Appeal expressly found that the use of compliance with AB 32 as a threshold of significance was appropriate. That decision also supports the City’s choice of a 29% reduction standard. Absent a local or regionally adopted plan, the implementation of AB 32, a statewide goal, is the most relevant consideration for the lead agency and the City properly used its

discretion under CEQA Guidelines 15064.79c) in adopted compliance with AB 32 as its threshold.

IV. B. The Project will have significant unmitigated cumulative impacts on regional air quality.

Carpenters Union Local 46 states the project relied upon an incorrect threshold for ROG and NO_x when analyzing the Project's potential regional air quality impacts. The City has corrected this in the MND (attached) by recalculating ROG and NO_x in tons per year (rather than pounds per day), consistent with the latest recommendation by YSAQMD. The commenter concedes that, even after converting to tons per year, the project does NOT exceed the thresholds recommended by YSAQMD, and used in the MND. However, Carpenters Union Local 46 asserts that because the Project is "close" to exceeding the threshold, the Project must be *cumulatively* significant. Carpenters Union Local 46 offers no evidence to support this assertion. Instead, Carpenters Union Local 46 quotes from the YSQMD guidance in an effort to argue that there is a cumulative impact, but Carpenters Union Local 46 omits the following, dispositive, language from YSQMD's guidance document:

In short, project emissions that are not consistent with the AQAP, SIP, or exceed District thresholds will have a significant cumulative impact unless offset."
(YSAQMD CEQA Handbook, page 29)

As documented in the MND, the Project is consistent with the land use and zoning assumptions, and transportation improvements that go into the AQAP and SIP. Further, the Project does not exceed the YSQMD's threshold. Therefore, Carpenters Union Local 46 does not offer any evidence that the Project would have a cumulative impact on the environment. The YSQMD's threshold recognizes the fact, that to a large extent, all ozone impacts are cumulative: the NO_x emitted by one project cannot be traced to a specific adverse change in the environment, but the cumulative emissions of NO_x and ROG in the air basin will result in the potentially significant ozone impacts. The Project's NO_x and ROG emissions are not significant on a project or cumulative level.

D. The project requires the preparation of an EIR.

Carpenters Union Local 46 states that, based on their comments, the Project would have potentially significant environmental impacts and an EIR should be prepared. Carpenters Union Local 46 assumes, without discussion, that the EIR will identify significant and unavoidable impacts (impacts which cannot be mitigated to a less-than-significant level), and that a statement of overriding consideration will be required. As the City has determined the points raised by the commenter do not contain evidence of a "fair argument" that the project, as proposed for mitigation, will have a significant impact on the environment. Accordingly, the discussion of preparation of an EIR and a statement of overriding considerations is unnecessary.

The commenter then concludes by asking the City not to approve the MND or the project, and requests notice of any future actions related to the project. The City has already placed Carpenters Union Local 46 on the notification list and will continue to do so.

Woodland Motors. Memo received May 10, 2012.

The commenter identifies suggested revisions to the MND. As these revisions do not reflect the adequacy of the MND, the comments are noted.

Revisions to the Mitigated Negative Declaration

As a result of comments, as well as review by City staff, some minor modifications to the MND are necessary. These revisions include a correction to the air quality section (criteria air pollutants) to be consistent with the latest guidance from YSAQMD, and revisions to the GHG Mitigation Measures. CEQA Guidelines Section 15074.1 describes the process for replacing mitigation measures in a proposed MND. In short, a lead agency may replace proposed mitigation measures with measures that are equivalent or more effective if the lead agency does the following:

1. Holds a public hearing.
2. Makes written findings that the new measures are equivalent or more effective and would not result itself in a significant impact.

In such instances, recirculation of the MND is not necessary. The City will follow this procedure at the hearing for the proposed project when the MND. At that hearing, if the project is approved, the City will also adopt a Mitigation Monitoring and Reporting Program (MMRP), attached to this memorandum, for all mitigation measures required as part of the MND.

Attachments:

1. Comment Letters
2. Revisions to the MND
3. GHG Calculations (Revised)
4. MMRP

Comment Letters

Paul Hanson

From: Maria Wong [Maria.Wong@yolocounty.org]
Sent: Thursday, April 19, 2012 12:48 PM
To: Paul Hanson
Subject: Panattoni mixed use project and TPM

Hi Paul,

Thanks for routing the project to me. I agree with the analysis and the mitigation measures, but wanted to correct a few statements in the document (for future reference). Also, you can send documents to me electronically if it's easier or more efficient.

1. Data sources: the JPA has a more recent date set (CNDDDB is about 5 years behind in posting updates). Feel free to contact me for future projects.
2. pg. 21, second paragraph: The Independent Science Advisor Report is advisory. The JPA is not obligated to accept any of the recommendations. While it is likely that some of the recommended studies and surveys will become part of the final HCP, I suggest that you avoid this language in the future as it creates expectations that the JPA may not be able to honor. The last sentence in the paragraph covers what the plan will include; I suggest using that.
3. Discussion:
 - a. Special status wildlife. Note that Swainson's hawks forage up to 10 miles from their nest and Yolo County supports over 350 known nest territories. The more relevant criteria in determine whether a site is foraging habitat or not Yolo County is the condition of the site.
 - e. I agree that a specific biological assessment is not warranted if the site is identified as foraging habitat, as long as your biological consultant has ruled out burrowing owl. Lastly, the Habitat JPA cannot require mitigation nor does it approve it. The HCP/NCCP Planning Agreement and JPA formation documents, executed by the cities, UC Davis, and the county, stipulate as to how mitigation for Swainson's hawk will be carried out. Perhaps a better way to frame that statement would be to say that impacts to Swainson's hawk will be mitigated in accordance with DFG policies and the Habitat JPA's Swainson's Hawk In Lieu Mitigation Fee Program.

Thanks again and feel free to contact me if you have questions,

Maria

○○

Maria Slawson Wong, MPPA
Executive Director
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May 3, 2012

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Panattoni Mixed-Use Project

Initial Study/Mitigated Negative Declaration

Paul L. Hanson, AICP

City of Woodland

520 Court Street

Woodland, CA 95695

Dear Mr. Hanson,

Thank you for the opportunity to review and comment on the Initial Study (IS)/Mitigated Negative Declaration (MND) for the Panattoni Mixed Use Project. Panattoni Development Company is proposing to develop a 24.36-acre mixed use commercial project, including auto dealerships, in two phases. Phase 1 consists of two parcels totaling 57,980 square feet (sqft.). Parcel A will include a 23,821 sqft. automobile dealership, a 992 sqft. car wash, and 294 parking spaces. Parcel B will include a 29,675 sqft. automobile dealership, a 2,500 sqft. detail shop, a 992 sqft. car wash, and 440 parking spaces. Phase 2 consists of approximately 132,000 sqft. of developments that will include office space, retail space, a drive through restaurant, and a sit-down restaurant. The project site, including both phases, is located on East Main Street immediately north of Interstate 5 (I-5) at the County Road (CR-102) interchange. Our comments are as follows:

Traffic Impact Study

- As indicated on page 55 of the IS/MND in the Transportation and Traffic section of the Environmental Checklist, at completion of both phases the development will generate approximately 750 trips in the A.M. peak hours, and approximately 752 trips in the P.M. peak hours with most of the trips going to and coming from I-5. Per Caltrans' Traffic Impact Study (TIS) Guidelines, projects that generate over 100 peak hour trips, going to or coming from State facilities, are considered to be significant impacts and warrant a TIS. Therefore, we request a TIS be completed and include an analysis of impacts to the State Highway System. The "Guide for Preparation of Traffic Impact Studies" can be found on our website at:
http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf.

Mr. Paul L. Hanson
May 3, 2012
Page 2

- We request the opportunity to review the scope of the TIS before the Study begins. The scope of the TIS should include:
 - Trip Distribution Diagram showing trip generation going to and coming from proposed project;
 - Mainline Weaving Analysis on I-5 near CR-102;
 - Level of Service for each intersection on the I-5/CR-102, and SR 113/East Main Street interchanges; and
 - Length of queue for each off-ramp on the I-5/CR-102, and SR 113/East Main Street interchanges.

Encroachment Permit

- An Encroachment Permit will be required for any work conducted in the State's right of way, such as sign placement, traffic control, light installation, culvert maintenance, drainage pattern changes, or sidewalk installation. For more information on encroachment permits, the requirements and an application form, please visit our web page at: <http://www.dot.ca.gov/hq/traffops/developserv/permits/>, and then click on "Applications and Related Forms". If you have any questions, you may call the Office of Permits at (530) 741-4403.

Please provide our office with copies of any further actions regarding this development. If you have any questions regarding these comments please contact Arthur Murray, Yolo County Intergovernmental Review Coordinator at (916) 274-0616.

Sincerely,



for
Eric Fredericks, Chief
Office of Transportation Planning - South

Central Valley Regional Water Quality Control Board

3 May 2012

Paul L. Hanson
City of Woodland
520 Court Street
Woodland, CA 95695

CERTIFIED MAIL

7011 2970 0003 8939 9770

**COMMENTS TO THE DRAFT MITIGATED NEGATIVE DECLARATION, PANATTONI MIXED-
USE PROJECT, (SCH NO. 2012042012), YOLO COUNTY**

Pursuant to the State Clearinghouse's 4 April 2012 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Draft Mitigated Negative Declaration* for the Panattoni Mixed-Use Project, located in Yolo County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

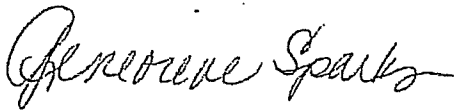
Waste Discharge Requirements

If USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project will require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml.

If you have questions regarding these comments, please contact me at (916) 464-4745 or gsparks@waterboards.ca.gov.



Genevieve (Gen) Sparks
Environmental Scientist
401 Water Quality Certification Program

cc: State Clearinghouse Unit, Governor's Office of Planning and Research, Sacramento



Leslie Lindbo, Director of Environmental Health

County of Yolo

HEALTH DEPARTMENT

Environmental Health

137 N. Cottonwood St. Suite. 2400, Woodland, CA 95695

PHONE – 530-666-8646 or 916-375-6475

FAX – 530-669-1448

Land Use Review Form

Name & Address of Facility:
Panattoni Mixed-Use Dev. Proj.

Document Type:
Notice of Intent to Adopt a Mitigated Negative
Declaration

Agency Requesting Review:
City of Woodland

Project Description:
Mixed Use Development

Project ID#:

Plan Check #:

APN#: 027-851-024-000

Assigned To: M.H. & D.L.

Date Assigned: 4-20-12

Due Date: Ten days after receipt

FA#: FA0015255

SR#: SR0015381

☐

Approved

☒

Approved with conditions
(See the comments below)

☐

Hold

☐

Denied

Hazardous Materials Unit Staff member: Moushumi Hasan

Date: 05-02-12

Sign-off requested by Hazardous Materials Unit prior to building permit final: ☐ Yes ☐ No ☒ N/A

Comments: Prior to handling hazardous materials in quantities greater than 55-gallons, 500-pounds, or 200-cubic feet, or generating hazardous waste at the facility, a Hazardous Materials/Waste Application Package (Business Plan) must be completed and submitted to Yolo County Environmental Health (YCEH). For information please call YCEH at 530-666-8646. This applies to automobile dealership, repair shops, etc. that are planned for this development.

Consumer Protection Unit Staff member: D. Limburg

Date: 5/7/12

Sign-off requested by Consumer Protection Unit prior to building permit final: ☒ Yes ☐ No ☐ N/A

Comments: Approved with the following conditions:

- 1) Proposed project will connect to both City of Woodland wastewater and potable water systems.
- 2) Any unused well or septic systems discovered during the development project must be abandoned under permit with Yolo County Environmental Health.
- 3) Persons conducting retail distribution of food, beverage or ice must have a current valid permit with Yolo County Environmental Health. Prior to distribution, an application and appropriate fee must be submitted to our office and a valid permit must be displayed at the business.

WOODLAND MOTORS



BUICK



GMC



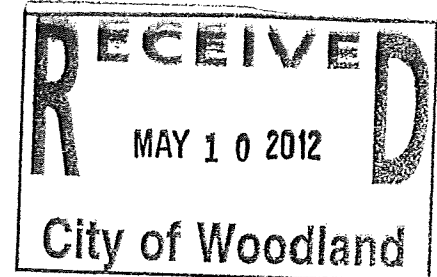
520 COURT ST
Bruce

Memorandum

TO: Scott Vanderbeek

FROM: Chris Tomaszewski

DATE: April 16, 2012



SUBJECT: PANATTONI MIXED USE PROJECT

Initial Study and Mitigated Negative Declaration

The purpose of this memorandum is summarize the Initial Study and Mitigated Negative Effect (the "Study") and to propose changes to the draft or in the alternative flag areas for executive decision.

When faced with a discretionary project which is not exempt from the California Environmental Quality Act, a Lead Agency must prepare an "initial study" to determine whether the project may have a significant adverse effect on the environment. If such an effect may occur, the Lead Agency must prepare an environmental impact report ("EIR"). If there is no substantial evidence for such an effect, or if the potential effect can be reduced to a level of insignificance through project revisions, a Negative Declaration can be adopted. Generally the findings of the Study pose a "**Less than Significant Impact**" which would avoid an EIR.

1) Agricultural and Forest Resources [page 9]:

Discussion (a): I propose changing the classification from "less than significant" to "no impact". As the paragraphs states no farmland or grazing land will be converted as a result of the project.

2) Air Quality [page 11]:

Discussion (b) second paragraph: I propose striking the last sentence of this paragraph. It states that unmitigated construction dust could result in significant local effects. Striking this sentence does not eliminate this fact. It is a "given" through deductive reasoning. If dust is not mitigates then there is an effect.

Discussion (c): Strike the following sentence: In short, project emissions that are not consistent with the AQAP, SIP, or exceed District thresholds will have a significant cumulative impact unless offset. It is also a "given" as explained above.

3) Biological Resources [page 16]:

This Section is important because a Negative Declaration is subject to the "fair argument" test (*Laurel Heights Improvement Assoc. v. U.C. Regents* (1993) 47 Cal.4th 376). In other words, if a fair argument can be raised on the basis of "substantial evidence" in the record that the project may have a significant adverse environmental impact - even if evidence also exists to the contrary - then an Environmental Impact Report is required. So, the mitigation measures MUST be taken.

Discussion (a): There is a potential Swainson's Hawk nest on the property and certain mitigation measures BIO-1 are to be taken. BIO-1 basically indicates that if construction is taking place during the nesting period (Feb 15-Aug 31) a biologist must conduct a preconstruction survey within 30 days of starting work. If groundbreaking is delayed 30 days after the survey then the survey must take place again. If an active nest is found then a no work buffer of 500ft will be in effect.

Discussion (e): There is a potentially Significant effect to the Hawk's habitat. Mitigation Measure BIO-2 would reduce the impact to less than significant. Measure BIO-2 offers the following options:

- i) Pay fee of \$8,660 per Acre
- ii) Participation in a mitigation site, or
- iii) Participation in a mitigation bank

4) Cultural Resources [page 25]:

If archeological remains are found then measure CUL-1 must be adopted. If human remains are encountered then Measure CUL-2 must be adopted. Standard provisions for development but may be costly in delays in the unlikely event something is found.

5) Geology, Soils, and Seismicity [page 28]:

There are no comments.

6) Greenhouse Gas Emissions [page 31]:

The Study proposes that no mitigation measures are required for Phase I (Woodland Motors). However, a Mitigation Measure GHG-2 is proposed to include a 5,000 SF of rooftop solar energy panels. The good news is that this mitigation measure can take place in either Phase 1 OR Phase 2.

15) Transportation and Traffic [page 54]:

Discussion (a): Mitigation Measure TRAF-1 requires Stop Signs to be inserted. However, Measure TRAF-2 may be triggered in the future because the site is identified as a future signalized intersection. The applicant must contribute to this signal through payment of development fees. If planned signal is constructed before completion of Phase 1 then TRAF-1 is not required.

16) Utilities and Service Systems [page 58]:

No changes necessary.

17) Mandatory Findings of Significance [page 60]:

The general conclusion of the report is positive because the development of the site has an impact that is “less than significant”.

7) Hazards and Hazardous Materials [page 36]:

The proposed mitigations are standard in the development process and are triggered if there is an event with hazardous materials.

Discussion (e): The impact should be reclassified as “no impact” vs. “less than significant”. The project is NOT located within the SAC Airport site NOR within 2 miles of a public use airport.

8) Hydrology and Water Quality [page 39]:

Discussion (g) & (h): Structures cannot impact the floodplain. The mitigation Measure HYDRO-2 is standard industry issue. Mitigation measure HYDRO-4 can pose an additional expense in that Prior to the building permit applicant shall fund flood modeling by the City.

9) Land Use and Land Planning [page 42]:

Discussion (a): The paragraph should be modified to “no impact”. The project is located in a developed non-residential area and will therefore NOT divide an established community.

10) Mineral Resources [page 44]:

No changes necessary.

11) Noise [page 45]:

No changes necessary.

12) Population and Housing [page 50]:

No changes necessary.

13) Public Services [page 51]:

No changes necessary.

14) Recreation [page 53]:

No changes necessary.

May 4, 2012
BY ELECTRONIC MAIL and US MAIL

Paul Hanson, Senior Planner
City of Woodland, Development & Planning Department
520 Court Street
Email: paul.hanson@cityofwoodland.org

RE: Comments on Mitigated Negative Declaration for "Panattoni Mixed-Use Project"

Dear Mr. Hanson:

I am writing on behalf of the on behalf of Carpenters Local 46, its members, (collectively, "Local 46") concerning the proposed Mitigated Negative Declaration and its initial study and supporting documents ("IS/MND") for the "Panattoni Mixed-Use Project" ("the Project"). After reviewing the IS/MND, it is clear that the Project will have, both individually and *cumulatively*, significant adverse environmental impacts which have not been adequately mitigated much less analyzed, and that an environmental impact report ("EIR") should therefore be prepared under the California Environmental Quality Act ("CEQA," Public Resources Code section 21000, et seq.) to fully analyze these impacts, propose feasible measures to mitigate those impacts, and adopt findings of overriding consideration in cases where adequate mitigations are not possible

I. INTRODUCTION.

The City of Woodland, acting as CEQA lead agency, ("City" or "agency") proposes to approve the "Panattoni Mixed-Use Project" with no EIR. Instead, the City has concluded that the Project's impacts may be rendered less than significant by way of measures described in a mitigated negative declaration. As discussed below, the Project will have significant environmental impacts that have not been adequately analyzed or mitigated, and an EIR is therefore required.

Panattoni, proposes to construct a project that lies on a single 24.4 acre, undeveloped parcel at the terminus of Freeway Drive, south of East Main Street, north of Interstate 5, and immediately west of Quality Circle, within an Industrial/Planned Development zoning district. The application is for site plan review, design review, and a "Tentative Parcel Map" that would allow the subdivision of the property into 8 parcels (varying sizes from 7.525 acres to 1.101 acres) to develop (Phase 1) 2 auto dealerships along Interstate 5 and (Phase 2) the development of professional offices, retail stores and food services along East Main Street.

The Project, because it involves subdivision into more than five parcels and includes a parcel greater than five acres in size, triggers the Subdivision Map Act, which "vests in the city the power to regulate and control the design and improvement of subdivisions within its boundaries." (*Curtin's California Land Use and Planning Law*, 21st edition pp. 61-68) Approval of a Tentative Parcel Map is a quasi-judicial, or "Administrative" decision that requires the

Planning Commission to exercise discretion in the determination of facts. (*Curtin*, pg. 348) The City, accordingly, can exercise discretion with regard to the Project's proposed land uses and accompanying impacts on the environment.

According to the Mitigated Negative Declaration, the proposed Project would have, if mitigation measures are not included, potentially significant environmental impacts by increasing Greenhouse Gas Emissions, which contribute to global warming. This comment letter explains why, *even with the mitigation measures included in the IS/MND*, the Project can still be expected to have significant and adverse impacts on the environment via GHG emission levels that do not contribute to the attainment of the climate change policy objectives of the State of California.

In addition, the Project will have significant *cumulative* impacts on regional air quality upon the buildout of the Project and other major development projects pending in the area. The Project's cumulative impacts will be far above applicable significance thresholds for regional air pollutants, including nitrogen oxides (NOx) and reactive organic gases (ROGs). The MND ignores the Project's cumulative impacts entirely, and an EIR is also required for this reason.

We urge the City to reject the Initial Study/Mitigated Negative Declaration and prepare an EIR for the Project to analyze its impacts, consider feasible alternatives, to propose feasible mitigation measures, and make any appropriate findings of overriding consideration in the event impacts cannot be brought to a less than significant level. Any new CEQA document will have to be recirculated for public review since it will necessarily contain significant new information and/or new mitigation measures. We reserve our right to submit supplemental written and oral comments at any hearing held by the City of Woodland and any of its agencies ("City") concerning this matter.¹

II. STANDING

Many of the thousands of members of Local 46 live, work and recreate in the immediate vicinity of the Project and/or within the "air basin" that includes the Project. These members will suffer the impacts of a poorly executed or inadequately mitigated Project, just as would the members of any nearby homeowners association, community group or environmental group. Therefore, Local 46 and its members have a direct interest in ensuring that the Project is adequately analyzed and that its environmental and public health impacts are mitigated to the full extent feasible. Hundreds of Local 46 members live in Yolo County and want to ensure that the Project receives full environmental review so that the Project's environmental impacts will be reduced to the maximum extent feasible, while providing the community with the greatest economic and social benefits.

¹ We reserve the right to supplement these comments at later hearings and proceedings for this Project. See, *Galante Vineyards v. Monterey Water Dist.* (1997) 60 Cal. App. 4th 1109.

III. LEGAL STANDARD: AN EIR IS REQUIRED SINCE THERE IS A “FAIR ARGUMENT” SUPPORTED BY EXPERT EVIDENCE THAT THE PROJECT MAY HAVE ADVERSE ENVIRONMENTAL IMPACTS

As the Supreme Court very recently held, “If no EIR has been prepared for a nonexempt project, but substantial evidence in the record supports a fair argument that the project may result in significant adverse impacts, the proper remedy is to order preparation of an EIR.” (*Communities for a Better Environment v. South Coast Air Quality Management Dist. (ConocoPhillips)* (2010) 48 Cal. 4th 310, 319-320 (“CBE v. SCAQMD”), citing, *No Oil, Inc. v. City of Los Angeles*, 13 Cal.3d at pp. 75, 88; *Brentwood Assn. for No Drilling, Inc. v. City of Los Angeles* (1982) 134 Cal. App. 3d 491, 504–505) “The ‘foremost principle’ in interpreting CEQA is that the Legislature intended the act to be read so as to afford the fullest possible protection to the environment within the reasonable scope of the statutory language.” (*Communities for a Better Environment v. Calif. Resources Agency* (2002) 103 Cal. App. 4th 98, 109.)

The EIR is the very heart of CEQA. (*Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1214; *Pocket Protectors v. City of Sacramento* (2004) 124 Cal. App. 4th 903, 927) The EIR is an “environmental ‘alarm bell’ whose purpose is to alert the public and its responsible officials to environmental changes before they have reached the ecological points of no return.” *Bakersfield Citizens*, 124 Cal.App.4th at 1220. The EIR also functions as a “document of accountability,” intended to “demonstrate to an apprehensive citizenry that the agency has, in fact, analyzed and considered the ecological implications of its action.” *Laurel Heights Improvements Assn. v. Regents of University of California* (1988) 47 Cal.3d 376, 392. The EIR process “protects not only the environment but also informed self-government.” *Pocket Protectors*, 124 Cal.App.4th 927.

An EIR is required if “there is substantial evidence, in light of the whole record before the lead agency, that the project may have a significant effect on the environment.” Pub. Res. Code § 21080(d); see also *Pocket Protectors*, 124 Cal.App.4th at 927. In very limited circumstances, an agency may avoid preparing an EIR by issuing a negative declaration, a written statement briefly indicating that a project will have no significant impact thus requiring no EIR (CEQA Guidelines § 15371), only if there is not even a “fair argument” that the project will have a significant environmental effect. Pub. Res. Code §§ 21100, 21064. Since “[t]he adoption of a negative declaration . . . has a terminal effect on the environmental review process,” by allowing the agency “to dispense with the duty [to prepare an EIR],” negative declarations are allowed only in cases where “the proposed project will not affect the environment at all.” *Citizens of Lake Murray v. San Diego*, 129 Cal.App.3d 436, 440 (1989). CEQA contains a “preference for resolving doubts in favor of environmental review.” *Pocket Protectors*, 124 Cal.App.4th at 927 (emphasis in original).

A negative declaration is improper, and an EIR is required, whenever substantial evidence in the record supports a “fair argument” that significant impacts may occur. Under the “fair argument” standard, an EIR is required if any substantial evidence in the record indicates that a project may have an adverse environmental effect—even if contrary evidence exists to support the agency’s decision. CEQA Guidelines § 15064(f)(1); *Pocket Protectors*,

124 Cal.App.4th at 931; *Stanislaus Audubon v. Stanislaus* (1995) 33 Cal.App.4th 144, 150-151 (1995); *Quail Botanical Gardens Found., Inc. v. City of Encinitas* (1994) 29 Cal. App. 4th 1597, 1602. The "fair argument" standard creates a "low threshold" favoring environmental review through an EIR rather than through issuance of negative declarations or notices of exemption from CEQA. *Pocket Protectors*, 124 Cal.App.4th at 928.

IV. THERE IS A FAIR ARGUMENT THAT THE PROJECT MAY HAVE SIGNIFICANT UNMITIGATED ADVERSE ENVIRONMENTAL IMPACTS

There is a "fair argument" that the Project may have significant unmitigated adverse environmental impacts. The Project will generate significant, inadequately mitigated greenhouse gas (GHG) emissions that will adversely impact the environment. Additionally, the project will have significant cumulative impacts once it is analyzed within the context of other major and reasonably foreseeable projects in the immediate vicinity. Therefore, an EIR must be prepared to analyze and propose mitigation for those impacts.

A. The Project Will Generate Significant, Unmitigated Greenhouse Gas Emissions that Will Adversely Impact the Environment.

The IS/MND properly explains that the vast majority of the scientific community now agrees that there is a direct link between increased emission of Greenhouse Gas Emissions ("GHGs") and long term increases in global temperature. "Potential global warming impacts in California may include, but are not limited to, loss in snow pack, sea level rise, more extreme heat days per year, **more high ozone days**, more large forest fires, and **more drought years**. Secondary effects are likely to include a global rise in sea level, **impacts to agriculture**, changes in disease vectors, and changes in habitat and biodiversity." (IS/MND pg. 31, emphasis added)

The Project will be a part of the climate change problem rather than a part of the solution, at least as presently conceived and "mitigated." The sections below will show the following:

1. *The Project Will Generate High GHGs in Absolute Terms, even after purported "mitigation measures"*
2. *The Threshold Used in the IS/MND Is Inadequate for Ensuring Compliance With AB32*
 - a. The Threshold used in the IS/MND is under-specified
 - b. The IS/MND Is Silent as to "Business As Usual" GHGs for Mixed-Use, Retail/Commercial Projects
 - c. The IS/MND "Unmitigated" Project is Not "The Project," but rather is a hypothetical and unrealistic Project with artificially inflated GHG emissions
3. *The Project, after mitigation, remains significant, even by the IS/MND's own flawed*

Threshold standard

- a. Mitigation Measure GHG-2 (On-Site Energy Mitigation) miscalculates and overestimates GHG emission reductions by nearly 3 percent of "total unmitigated emissions."
 - b. Emissions reductions estimates for Mitigation Measure GHG-5 (Solid Waste Mitigation) are overstated by 1 percent of "total unmitigated emissions."
4. The Project's expected, "post-mitigation" volume of GHGs Exceed Significance Thresholds Adopted by California regional Air Pollution Control Districts (APCDs)
- a. The Project's GHGs Exceed Adopted "Bright-Line" Thresholds **by four-fold**
 - b. The Project's GHGs Exceed Adopted "Efficiency" Thresholds **by two-fold**

1. The Project Will Generate High GHGs in Absolute Terms, Even After "Mitigation"

The IS/MND itself provides a factual basis for a finding that the Project will generate significant GHG emissions that will adversely impact the environment. The IS/MND found that the Project - **after mitigation** - would generate a total of **4,436.20 Metric Tons per Year (MT/yr)**² of GHGs for a commercial project that was modelled as being approximately 190 thousand square feet in (building) size. (IS/MND, Appendix C, March 27, 2012 Letter from K D Anderson & Associates to Environmental Science Associates, pp. 7 of 7 ["3/27/12 Letter"])

The IS/MND refers to a *de minimis* threshold for evaluating the significance of project-level GHGs:

One of the thresholds that is being used by local jurisdictions in California is set at 900 metric tons per year (MT/yr) of carbon dioxide equivalent (CO₂e) emissions. The following is the objective of the 900 MT/yr CO₂e threshold, as described in the CAPCOA [California Air Pollution Control Officers Association] document:

"A single quantitative threshold was developed in order to ensure capture of 90 percent or more of likely future discretionary developments. The objective was to set the emission threshold low enough to capture a substantial fraction of future residential and nonresidential development that will be constructed to accommodate future statewide population and job growth, while setting the emission threshold high enough to exclude small development projects that will contribute a relatively small fraction of the cumulative statewide GHG emissions."

In this report, projects which would generate 900 MT/yr or less of CO₂ emissions are considered to have a less-than-significant impact. (IS/MND, Appendix C, 3/27/12 Letter,

² As will be discussed in a separate subsection below, the above post-mitigation GHG annual emissions estimate is the result of a miscalculation of GHG reductions from Mitigation Measure GHG-2 (5,000 SF of rooftop solar panels).

pp. 3 of 7, emphasis added)

The Panattoni Mixed Use project's GHG emissions can be expected to exceed this *de minimis* threshold almost **five-fold** ($4,436 \div 900 = 4.89$). Appropriately, the IS/MND next considered whether the Project's GHG emissions could be "mitigated" to levels that would meet the objectives of the policies of the State of California with respect to climate change, particularly in regards to the provisions of Assembly Bill (AB) 32, the "Global Warming Solutions Act." From this point forward, however, the IS/MND's discussion of GHGs becomes fundamentally flawed.

2. The Threshold Used in the IS/MND Is Inadequate for Ensuring Compliance With AB32

a. The Threshold used in the IS/MND is under-specified

According CEQA Guidelines §15064.4(a) a lead agency is granted with discretion to adopt significance thresholds for GHGs, provided the agency **"supports its decision with substantial evidence."** Moreover, **"[t]he lead agency should explain the limitations of the particular model or methodology selected for use."** Reviewing the guidelines further, §15064.7(c) states **"When adopting thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence."** Without such an explanation it is impossible to understand the reasoning behind the approach used in this IS/MND or substantiate the conclusions reached in it.

The Yolo-Solano Air Quality Management District has not adopted a residential or commercial significance threshold for determining the impact of GHG emissions from an individual project on global climatic change. Several other regional Air Districts have set such significance thresholds. The first Air District to adopt a GHG threshold was the neighboring Bay Area Air Quality Management District. The most recently adopted GHG significance threshold was that of the San Luis Obispo County Air Pollution Control District (March 28 2012, <http://http://www.slocleanair.org/business/pdf/2012/GHG/Greenhouse%20Gas%20Thresholds%20and%20Supporting%20Evidence%204-2-2012.pdf>).

The IS/MND, without discussion of other adopted significance thresholds or providing any reasoning behind its decision, chooses to cite a San Joaquin Valley Air Pollution Control District guidance document concerning GHG analysis. The GHG analysis proceeds to quote from a section of the document "Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA" that is titled "OVERALL METHODOLOGY":

"To be determined to have a less than significant individual and cumulative impact on global climate changes, such projects must be determined to have reduced or mitigated GHG emissions by 29%, consistent with GHG emission reduction targets established in ARB's AB 32 Scoping Plan."

(IS/MND pg. 32, citing the document found at <http://www.valleyair.org/programs/CCAP/12-17-09/3%20CCAP%20-%20FINAL%20LU%20Guidance%20-%20Dec%2017%202009.pdf>, pg. 4)

Further reading of the SJVAPCD guidance adds important context to the above statement. In particular the next section of the document, titled "DETERMINING PROJECT SIGNIFICANCE," elaborates on the point:

*"Projects not implementing Best Performance Standards would require quantification of project specific GHG emissions and demonstration that project specific GHG emissions would be reduced or mitigated by at least 29%, **compared to Business-as-Usual (BAU*)**, including GHG emission reductions achieved since the 2002-2004 baseline period. Projects achieving at least a 29% GHG emission reduction **compared to BAU** would be determined to have a less than significant individual and cumulative impact for GHG."*

** BAU is referenced in the California Air Resources Board's AB 32 Scoping Plan as the Business-as-Usual emissions occurring in 2020 if the average baseline emissions during the 2002-2004 period were grown to 2020 levels, without control. Therefore, **2002-2004 emissions factors, on a unit of activity basis, multiplied by the activity expected to occur in 2020, is an appropriate representation of 2020 BAU.** Our analysis uses a comparison of 2002-2004 emissions factors to a proposed controlled emissions factor, as shown in Attachments A and B, to determine the percent reductions generated by the proposed control. (IBID., pg. 5, emphases, including underlining, added)*

b. The IS/MND Is Silent as to "Business As Usual" GHGs for Mixed-Use Retail/Commercial Projects

The IS/MND also omits discussion of the SJVAPCD Guidance Document for ESTABLISHING BUSINESS-AS-USUAL AND BASELINE scenarios. The document states as follows:

*To translate BAU into an emissions generating activity, District staff will establish emission factors **per unit of activity, for each class and category**, using the 2002-2004 baseline period. (IBID., pg. 14, emphasis added)*

Neither the YSAQMD nor the SJVAPCD have established "emission factors per unit of activity" for the land use classes and categories detailed in the Project Description as of the present date (telephone conversation with SJVAPCD staff, May 1, 2012).

The IS/MND contains no discussion of any Business As Usual emissions scenario, either for California as a whole, for the Yolo-Solano region, or for the City of Woodland. The Planning Commission and the public therefore are uninformed by the IS/MND as to what constitutes the baseline, as prescribed by the SJVAPCD Guidance Document. Without an explicit, defensible baseline, one cannot measure what would constitute a 29 percent reduction in GHG emissions. Therefore, the Planning Commission cannot affirmatively determine that the GHG Mitigation Measures identified in the IS/MND will reduce impacts below the stated threshold of significance.

Instead, the IS/MND and accompanying GHG Analysis (Appendix C to the IS/MND) implicitly lead the reader to presume that the CalEEMod model incorporates such a methodology when calculating "unmitigated" GHG emissions. The Technical Paper and User's Guide for CalEEMod are silent on the subject of Business As Usual (see <http://>

www.caleemod.com/). Mr. Ian MacMillan, program supervisor for CEQA Intergovernmental Review for the South Coast Air Quality Management District clarified that CalEEMod's estimates of a Project's "Unmitigated" emissions are based on whatever operational year and construction years the User inputs into a model run. "CalEEMod does not calculate a BAU by default." (MacMillan 5/4/12 e-mail correspondence with Scott Littlehale)

The IS/MND must detail a methodology for measuring "*business as usual*" emissions as defined by the State of California. Once it does so, the IS/MND must correctly specify that level of BAU emissions *for the Project as actually proposed to the Planning Commission*.

c. The IS/MND "Unmitigated" Project is not "The Project," but rather is a hypothetical and unrealistic Project with inflated GHG emissions

The IS/MND GHG Analysis "baseline" is improper because it does not analyze the Tentative Map "Project Description" that actually is before the Planning Commission. This apparent inconsistency between the analysis and the project description by itself renders the entire discussion of GHG impacts as fatally flawed.

Furthermore, Carpenters Local 46 contends that it is improper to claim "mitigation" credit for redefining the Project Description to more accurately reflect the Project that the City may approve. Rather, taking such an approach invites projects proponents to game the system by proposing unrealistic and/or infeasible projects that though the course of the environmental review process are modified to better reflect reality but whose impacts are only "mitigated" in relation to a hypothetical scenario that would never have been constructed in the first place. In fact, the 4th Appellate Court agreed, ruling that an alternative, less impactful project does not by itself serve as an acceptable mitigation. *Woodward Park HOA vs. City of Fresno 150 Cal. App. 4th 683; 58 Cal. Rptr. 3d 102; (2007)*.

Therefore, we contest the claim that the Project's GHG emissions have been "mitigated" by nearly **24 percent** by "Mitigation Measure GHG-1: Land Use." Without that single credit, the Project could not possibly have been found to have its impacts reduced to levels "considered less than significant." To properly apply the (questionable) significance standard stated in the IS/MND the project needs to show GHG emission reductions of 29 percent below "business as usual" for a project that contains only one, 2,500 SF Fast Food (with Drive-Thru) Restaurant.

When calculating whether or not the Project would reduce GHG emissions from a "baseline," the GHG Analysis did not calculate a baseline from the Project that includes only one Fast Food, Drive-Thru Restaurant of 2,500 square feet, and 8,200 SF of Retail or Sit-Down Restaurant uses, per **Figure 3** ("Master Plan", Draft IS/MND). Instead, it calculates reductions from a hypothetical project that included two Fast Food, Drive-Thru Restaurants, *each 5,500 square feet in size*.

Measurement of the hypothetical emissions from 11,000 SF of Fast Food Restaurants-with-Drive-Thrus considerably inflates the purported "baseline" from which reductions must occur. Most of the Project emissions are attributable to vehicle trips and vehicle miles traveled. The Institute of Transportation Engineers (ITE) estimates of Fast Food/Drive-Thru Restaurant average trips per 1,000 SF of building is almost **four-times** the rate of "High-Turnover (Sit-

Down) Restaurants, and even more multiples of the trip rate of other retail uses (see CalEEMod Technical Paper at <http://www.aqmd.gov/caleemod/doc/TechPaper.pdf>, pp. 12-13)

The subcontracted traffic consultant for the IS/MND thought the Development Program used in the GHG Analysis as a Baseline was unrealistic:

*"The site plan (Figure 2) indicates that the food sale pads include a drive-thru roadway, implying both pads to be fast-food restaurants. **Fast food restaurants are typically 2,500 to 3,000 square foot (sf) pads**, therefore, projecting traffic for 11,000 sf of fast food would appear to be overly conservative. As we discussed, **a more reasonable approach is to maintain one pad as a drive-thru fast food restaurant at 5,500 sf with the second pad being a sit-down high turnover restaurant; sit-down high turnover restaurants such as Denny's are typically about 5,500 sf.**" (Draft IS/MND, Appendix E, March 1, 2012 Letter from Jonathan Flecker, P.E., KD Anderson, to Brian Grattidge, ESA, pg. 4. Emphasis added).*

The IS/MND's Traffic Study bases its impacts analysis on a land-use program that is more realistic than the original application; the GHG Analysis should do the same.

3. The Project's GHG Impacts, after mitigation, will remain "Significant," even by the IS/MND's own flawed Significance Threshold analysis

In this section of our comment letter we *assume* that the City *can* successfully argue that Mitigation Measure GHG-1 is permissible and not an invitation for project proponents to "game" GHG Emissions baselines in the early project application stages.³

Below we make a fair argument, based on substantial evidence, that the *other* GHG Mitigation Measures (GHG-2, GHG-3, GHG-4, and GHG-5) will not further reduce GHG emissions by more than the additional 5 percent that would be necessary to attain the "29 percent" reduction that the IS/MND claims as a significance threshold (29% - 24% = 5%).

One major reason why this is so is because the IS/MND commits an error in the calculation of the reduction from "business as usual" electricity consumption that can be attributed to **Mitigation Measure GHG-2 (On-site Energy Mitigation)**. The second factor is that the IS/MND overestimated the reductions singularly attributable to **GHG-5 (Solid Waste Mitigation)**.

a. Mitigation Measure GHG-2 (On-Site Energy Mitigation) miscalculates and overestimates GHG emission reductions by nearly 3 percent of "total emissions."

Mitigation Measure GHG-2: On-site Energy Mitigation. The following measures

³ A simple thought experiment illustrates the possibility of "gaming" such a significance threshold. The proponents of the Woodland Gateway Phase II project could have initially submitted a site plan for a Project loaded with parcels said to be for high-trip-rate uses, such as Fast Food & High-Turnover Restaurants. To reduce GHG Emissions below significance, the proponents could have, later in the review process, reduced GHG emissions estimates by more than 29 percent simply by replacing *en masse* the phony, high-traffic uses with more realistic, lower-trip-rate uses. Instead of a finding of "Significant and Unavoidable" impacts on Climate Change (as actually occurred in the program EIR for the master development plan), the project could have claimed "less than significant" impacts.

would reduce GHG emissions by at least 262.91 MT/yr, which is **4.03 percent** of total unmitigated emissions:

*Provide 5,000 SF of rooftop solar energy panels. This would achieve annual energy savings of approximately **87,052,500 kWh annually** (assuming 90% efficiency of conversion from DC to AC power and 10.6 watts per square foot). Rooftop solar can be mounted on Phase 1 or Phase 2 structures. (Draft IS/MND pg. 34, emphasis added)*

The above calculation of energy savings from 5,000 SF of rooftop solar panels contains errors, resulting in a miscalculation of the GHG emissions reductions attributed to Mitigation Measure GHG-2. If one multiplies 5,000 (the square feet of panels) by 10.6, and then takes 90% of that product, the result is a 48 kWh system. To arrive at total annual output, one must also make an assumption about the average number of productive hours per day, taking into account days with precipitation (54, per the CalEEMod assumption for Yolo County). We liberally assume that solar panels at the Project site will be exposed, on days without precipitation, to an average of six hours per day of peak sunlight.

*48 kWh * 311 days * six hours per day = **89,568 kWh annually***

A simple but dramatic error is apparent when one compares the above calculation to that contained in the Draft MND. Only 89 *thousand* kilowatt hours of savings from solar panels can plausibly be attributed to GHG-2; the MND's claim of solar savings amounting to 87 *million* kilowatt hours per year most likely is the result of a failure to divide Watts by 1,000 in order to arrive at kilowatt hour units.⁴

The error has substantial consequences for the analysis of the GHG emission reductions. Carpenters Local Union No. 46 has downloaded the CalEEMod model used in the Appendices to the IS/MND, and re-ran the CalEEMod model, using inputs supplied by the City's consultant. (CalEEMod project input files sent by Paul Hanson, City of Woodland via e-mail, 5/1/2012) The model runs we performed corrected for the solar panel kWh miscalculation indicate that the solar panels specified by Mitigation Measure GHG-2 will reduce the operational Electricity-related GHG emissions by **only 55.19 MT/yr, or 0.80 percent of the total**

⁴ The figure 262.91 MT/yr of GHG emissions reductions published in the Draft MND may have been transcribed from Appendix C, pg 6 of the 3/27/12 letter from K D Anderson and Associates to ESA. The document contains an identical quantitative claim of GHG emissions reductions (262.91 MT/yr), *but attributes the reductions to an entirely different set of mitigation measures - mitigation measures that did not appear in the Draft MND:*

Mobile Source Mitigation Measures

The following mitigation measures would reduce GHG emissions by 262.91 MT/yr, which is 4.03 percent of total unmitigated emissions:

- *Implement a Neighborhood Electric Vehicle (NEV) Network*
- *Implement programs to involve 10 percent of employees working a 9/80 alternative work schedule*
- *Implement programs to involve 5 percent of employees working a 4/40 alternative work schedule*
- *Implement programs to involve 5 percent of employees telecommuting 1.5 days (primarily office employees)*
- *Implement programs to involve 10 percent of employees eligible for a ridesharing program*

unmitigated (and purported baseline) emissions claimed in the Draft IS/MND., "CalEEMod Panattoni ops (solar correction)," sent under separate cover).

Upon seeing the calculation error for GHG-2, we have re-run the CalEEMod model, taking each of the GHG Mitigation Measures in isolation, and excluding the land-use revisions of GHG-1. This process of estimation ought to ensure that no mitigation measure-related emissions reductions are double-counted. The results were as follows:

Results of CalEEMod model Re-Run, 5/4-6/2012

GHG-2 (On-site Energy):	reduction of 52.42 MT/yr or 0.8%
GHG-3 (Energy Consumption):	reduction of 154.18 MT/yr or 2.3%
GHG-4 (Water Consumption):	reduction of 14.91 MT/yr or 0.2%
GHG-5 (Solid Waste):	reduction of 42.14 MT/yr or 0.6%

Sources: see CalEEMod Panattoni ops 'BASELINE'_INPUTS (GHG-i, sent under separate cover.⁵

Two interesting features stand-out from the model re-runs when compared to the estimated emissions reductions published in the IS/MND. The estimates for Energy Consumption and Water Consumption mitigation measures closely track those published in the Draft IS/MND. However, the Solid Waste reduction estimate is *less than half* in the re-run as compared to the reduction published in the IS/MND (42.14 MT/yr vs. 106.07 MT/yr). The GHG Analysis should be re-run by the City's consultants, with care taken to ensure that *other* reducing options are not "toggled" in the model before running the GHG-5 mitigation measure.

If one runs Mitigation Measures GHG-2 through GHG-5 on the development program described in the Project Description section of the IS/MND, the sub-total of the CO₂e emissions reductions tally to **only 258.53 MT/yr**. That sub-total, added *either* to the GHG reductions of Mitigation Measure GHG-1 that were claimed in the Draft IS/MND (1,543.51 MT/yr) or our re-run estimate of 1,573 MT/yr, equals ***less than 28 percent of the ostensible baseline Project emissions***. The emissions reductions from GHG-1 through GHG-5 fall short of the 29 percent objective set in the Draft IS/MND.

In summary, even when measured according by its own flawed standards and methods, the mitigation measures contained in the Draft IS/MND are **insufficient to reduce impacts below the significance threshold**.

An EIR must be prepared for the Project in order to more carefully evaluate *various* GHG Significance Thresholds and in order to identify a full range of mitigation measures. It will be especially important for the City and its consultants to evaluate potential transportation demand management mitigation measures for commuters, given that a large percentage of the Project's modeled GHG emissions originate from "mobile sources," meaning vehicles trips to and from the Project site.

⁵ The Model Re-Runs that these results stem from incorporate a correction to the Land-Use inputs for the model. Whereas it appears from the CalEEMod "panattoni ops" file that we received from the City that the GHG Analysis allowed default values for each land-use category's total parcel acreage, we input actual acreage from the Project application file. This correction will lead to more accurate estimates of emissions related to site preparation. The difference between the two different approaches was substantial: Default acreage undercounts the Project's total acreage by approximately 14 acres.

4. The Quantity of GHGs Admitted in the IS/MND Exceed Significance Thresholds Adopted by Other Air Pollution Control Districts

Air regulatory bodies within the State of California have proposed various methods for determining the significance of a given quantity of expected GHGs. Several regional Air Districts have adopted significance thresholds. The first Air District to adopt a GHG threshold was the neighboring Bay Area Air Quality Management District. The most recently adopted GHG significance threshold was that of the San Luis Obispo County Air Pollution Control District (March 28 2012, , available via <http://www.slocleanair.org/business/pdf/2012/GHG/Greenhouse%20Gas%20Thresholds%20and%20Supporting%20Evidence%204-2-2012.pdf>).

Without any substantial evidence to support its choice, the IS/MND “cherry-picks” one Significance Threshold for GHGs adopted by one air pollution control district (the San Joaquin Valley Air Pollution Control District).

We make a “fair argument”, backed by substantial evidence, that the Project’s GHG emissions dramatically exceed other Significance Thresholds that have well founded justifications and evidence. The Significance Thresholds break-down into two categories: “**Bright-line**” thresholds that aim to “capture” enough projects with large emission and make them subject to emissions-reducing mitigation measures; and “**Efficiency**” thresholds, which allows for the fact that highly efficient projects (e.g. with emissions that are low *relative* to the population of residents and employees “served”) help California to meet the overall GHG reduction goals of AB 32.

The Project Exceeds Adopted Bright-line Significance Thresholds:

BAAQMD & the San Luis Obispo APCD have adopted “bright-line” thresholds of significance between **1,100 MT/yr and 1,175 MT/yr** of CO₂-equivalent gases in order to achieve aggregate emission reductions that the Agencies calculated would be needed within their respective jurisdictions by 2020 in order to meet AB 32 reduction targets.

The Draft IS/MND projects that the Panattoni Mixed Use Project will emit 4,436 MT/yr of GHGs *after implementation of Mitigation Measures GHG 1 - 5*. That amount is **four-times** in excess of the above bright-line thresholds.⁶ Barring significant evidence to the contrary, a “fair argument” exists that the Project exceeds project-level emissions thresholds that will adversely impact California’s ability to meet its GHG reduction goals, codified in AB 32.

The Project Exceeds Adopted Efficiency Significance Thresholds

BAAQMD & the San Luis Obispo APCD have adopted “bright-line” thresholds of

⁶ The Draft IS/MND concludes that the Project will be associated with 4,436.2 MT/yr of GHGs. $4,436.2 \div 1,100 = 4$. $4,436.2 \div 1,175 = 3.78$. Note that our model re-run estimates Project CO₂e emissions to be 4,835.6 MT/yr after implementation of all relevant mitigation measures.

significance between **4.3 - 4.9 MT/Yr/ServicePopulation** (Service Population = Residents + Employees).

Estimates of the Service Population per different land-use category specific to Yolo County or the greater Sacramento Valley air basin were not readily available. The SLO County APCD, however, publishes as Appendix 4 its own estimates of employees per 1,000 square feet of various commercial/retail land use categories. (See <http://www.slocleanair.org/business/pdf/2012/GHG/Greenhouse%20Gas%20Thresholds%20and%20Supporting%20Evidence%204-2-2012.pdf> at pg. 42)

The table below summarizes the Service Population rates and resulting estimated numbers of employees for the Panattoni Mixed Use Project:

Land Uses	Size	Metric	Emps/Unit	Emps
General Office Building	101	1000sqft	2.52	254.52
Fast Food Restaurant with Drive Thru	2.5	1000sqft	6.22	15.55
High Turnover (Sit Down Restaurant)	8.2	1000sqft	1.97	16.154
Automobile Care Center	57.98	1000sqft	2.47	143.211
Strip Mall	20	1000sqft	2.39	47.8

Note: No estimate readily available for employees per 1,000 SF not available for "New Car Sales"

The total estimated Service Population of the project therefore is **477 people**.

To compare the Project's GHG ("mitigated") emissions against the Efficiency Significance Thresholds is a simple matter of division:

$$4,436.20 \text{ MT/yr/CO}_2\text{e} \div 477 = 9.3 \text{ MT/yr /ServicePopulation}$$

[source: GHGs after mitigation, as claimed in the Draft IS/MND]

The resulting Efficiency estimate is approximately **double** the efficiency significance thresholds adopted by the BAAQMD and the SLO APCD.⁷

To conclude this discussion of the IS/MND's GHG Analysis & Mitigation Measures, Carpenters Local 46 wishes to reiterate:

The Draft IS/MND is flawed as an information document. The document contains errors in summarizing applicable Significance Thresholds, and, without explanation, ignores alternative Significance Thresholds. The Analysis contains significant CalEEMod and Emissions-reduction estimation errors.

⁷ The division results are: $9.3 \div 4.9 = 1.90$ and $9.3 \div 4.3 = 2.16$. Our model re-run estimated the Project's CO₂e emissions to be about 400 MT/yr higher than the sum published in the IS/MND, so "2" is conservative.

B. The Project Will Have Significant, Unmitigated *Cumulative* Impacts on Regional Air Quality

Using the CalEEMod model, and updating Project inputs to reflect the Project as it stands in the IS/MND and the land acreages for the respective land uses published in the IS/MND, we ran the CalEEMod model to estimate the project's individual impacts on important "criteria air pollutants" of concern to the Yolo-Solano Air Quality Management District. Please see the table of output estimates from that model run.

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
Category	tons/yr									
Energy	0.02	0.17	0.14	0.00		0.00	0.01		0.00	0.01
Mobile	3.48	9.59	29.88	0.04		0.29	4.14		0.29	0.45
Waste						0.00	0.00		0.00	0.00
Water						0.00	0.00		0.00	0.00
Total	4.46	9.76	30.02	0.04		0.29	4.15		0.29	0.46

Note: Measurements are tons per year.

Source: CalEEMod input and output files, to be sent under separate cover.

The Draft IS/MND erroneously states that the YSAQMD's Significance Thresholds for ROG and NOx are stated in *pounds per day*, and asserts that the standard for each contaminant of concern is 82 pounds per day (IS/MND).

The YSAQMD's adopted thresholds are stated below (YSAQMD 2007).

Table 1. Thresholds of Significance for Criteria Pollutants of Concern.

Pollutant	Thresholds of Significance
ROG	10 tons/year
NO _x	10 tons/year
PM ₁₀	80 lbs/day
CO	Violation of a state ambient air quality standard for CO

Source: Yolo-Solano Air Quality Management District's "Handbook for Assessing and Mitigating Air Quality Impacts," Adopted July 11, 2007 (available via <http://www.ysaqmd.org/documents/CEQAHandbook2007.pdf>)

Comparing the modeled Project emissions of the ozone precursor contaminants ROG and NOx, it is clear that the Project, as described in the Draft IS/MND, will have annual NOx emissions that come *within two and one-half percent* of the applicable Significance Threshold. This proximity to the significance threshold invites the question: will the Project have *cumulative* impacts on regional air quality?

1. The Project Will Have Significant, Unmitigated Cumulative Impacts on Regional Air Quality

A CEQA document must discuss significant cumulative impacts (CEQA Guidelines section 15130(a)). This requirement flows from CEQA section 21083, which requires a finding that a project may have a significant effect on the environment if "the possible effects of a project are individually limited but cumulatively considerable. . . Cumulatively considerable' means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." "Cumulative impacts" are defined as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." CEQA Guidelines section 15355(a). "[I]ndividual effects may be changes resulting from a single project or a number of separate projects." CEQA Guidelines section 15355(a).

"The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time." *Communities for a Better Environment v. Cal. Resources Agency* ("CBE v. CRA"), (2002) 103 Cal.App.4th 98, 117. A legally adequate cumulative impacts analysis views a particular project over time and in conjunction with other related past, present, and reasonably foreseeable probable future projects whose impacts might compound or interrelate with those of the project at hand.

The applicable threshold of significance for cumulative impacts is stated in the 2007 YSAQMD "Handbook."

*For ground level ozone, the District prepares air quality plans that address attainment of the State and federal ozone AAQS. These plans accommodate growth by projecting growth in ozone precursor emissions based on different indicators. Through the air quality planning process, ozone precursor emission growth is offset by regional controls on stationary, area, and transportation sources of air pollution. **Project ozone emissions above individual thresholds have not been accommodated in the air quality plans and are therefore not consistent with air quality plans. Emissions will have a significant cumulative impact on regional air quality unless ozone precursor emissions above the thresholds are offset.***

The Panattoni Mixed Use Project will produce considerable quantities of the smog precursor air contaminants ROG_s and NO_x. Utilizing the CalEEMod model, the Panattoni Mixed Use Project will come within adopted YSAQMD annual emissions thresholds as follows:

Contaminant	Project Emissions/Yr (tons)	YSAQMD Threshold	Tons/Yr below Threshold
ROG _s	4.46	10 Tons/Yr	5.54

NOx	9.76	10 Tons/Yr	0.24
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Note: Output based on Land Use Sq Ft provided by City and reported in IS/MND

The MND ignores entirely the Project's cumulative impacts together with other recently proposed, approved and pending projects in the vicinity of Woodland. The proposed Project is proximate to other foreseeable projects - most obviously the recently approved Petrovich Woodland Gateway Phase II project ("Gateway II") - which will cumulatively have *far* more than 5.30 Tons/Yr of ROG emissions and nearly 50 tons per year of NOx emissions above the annual threshold.

The Gateway II project is located less than one mile to the south of the Project site. The draft EIR for Gateway II carefully detailed the expected smog-promoting pollutant impacts of that project:

*DRAFT EIR
WOODLAND GATEWAY PHASE II
APRIL 2010*

Table 4.3-10 Operational Annual Emissions at Buildout				
Source	Emissions (tons/year)			
	ROG	NOX	PM ₁₀	PM _{2.5}
Area Sources				
Natural Gas Use	0.16	2.14	0.00	0.00
Landscape Maintenance	0.07	0.01	0.00	0.00
Architectural Coatings	0.75	--	--	--
Mobile Sources	41.80	56.86	59.57	11.74
<i>Total Emissions:</i>	<i>42.78</i>	<i>59.01</i>	<i>59.57</i>	<i>11.74</i>
<i>YSAQMD Thresholds:</i>	<i>10</i>	<i>10</i>	<i>--</i>	<i>--</i>
<i>Exceeds YSAQMD Thresholds?</i>	<i>Yes</i>	<i>Yes</i>	<i>--</i>	<i>--</i>
Emissions were estimated using the URBEMIS2007 computer program, based on default model parameters for Yolo County and trip-generation rates obtained from the traffic analysis prepared for this project.				

Source: page 4.3-41

The Environmental Impact Report for the Gateway II project concluded that the impacts related to long-term increases of criteria air pollutants associated with operation of the proposed project would be significant and unavoidable. The EIR identified mitigation measures that the City Council certified would reduce the magnitude of the impact, but not to a less-than-significant level. The EIR established the following requirement:

*... [T]he project applicant shall coordinate with the YSAQMD and the City of Woodland to develop a project Air Quality Mitigation Plan (AQMP). The AQMP shall incorporate measures sufficient to achieve a **minimum overall reduction of 15 percent for operational emissions**, based on reduction measures and emission reduction methodologies to be reviewed and approved by the YSAQMD. (Gateway II DEIR, pgs.*

4.3-41 - 4.3-42. Emphasis added)

Reducing Gateway II operational emissions 15 percent will leave as much as **36 Tons/yr of ROG**s and over **50 Tons/yr of NOX unmitigated and contaminating the air basin within which Woodland lies**. The City acknowledged these significant impacts and properly issued a "Statement of Overriding Considerations" with respect to the Air Quality impacts.

The YSAQMD's air quality plans cannot accommodate the unmitigated excess emissions of air pollutants from the Gateway II project. *Additional* concurrent emissions from the Panattoni Mixed Use project will only further push the air basin further away from attainment of state and federal clean air standards. What is more, if Climate Change is not adequately slowed, under higher GHG emissions scenarios, California temperatures are estimated to rise over the next century from 8° to 10 degrees Fahrenheit, "**leading to a 25 to 35 percent increase in the number of days ozone pollution levels are exceeded in most urban areas.**" (Gateway II DEIR, pg. 4.3-21)

The combination of *inadequately mitigated*, significant Project GHG emissions and *unmitigated*, cumulatively significant emissions of ozone precursors (i.e. NOX) will pose direct threats to Woodland's environment and to the public health of Woodland's residents. The health effects of high ground-level ozone are:

- Breathing difficulties
- Lung tissue damage
- Eye and skin irritation

(Gateway II DEIR, pg. 4.3-3)

The Panattoni Project's Air Quality impacts accordingly must be evaluated via an EIR, where a full range of mitigation measures can be identified and studied. Woodland should require the Project sponsor to adopt feasible mitigation measures identified in the EIR. If feasible mitigation measures are insufficient to reduce the cumulative impacts below significance thresholds, Woodland must adopt a Statement of Overriding Considerations for the discretionary Project approvals (i.e. approval of a Tentative Subdivision Map).

D. Since the Project will have Significant Unmitigated Environmental Impacts, an EIR is Required, Including Evidence to Support a Statement of Overriding Considerations.

As discussed above, the Project will have significant, unmitigated environmental impacts. As a result an EIR and a statement of overriding considerations will be required. Under CEQA, when an agency approves a project with significant environmental impacts that will not be fully mitigated, it must adopt a "statement of overriding considerations" finding that, because of the project's overriding benefits, it is approving the project despite its environmental

harm. (14 Cal.Code Regs. §15043; Pub. Res. Code §21081(B); *Sierra Club v. Contra Costa County* (1992) 10 Cal.App.4th 1212, 1222) A statement of overriding considerations expresses the "larger, more general reasons for approving the project, such as the need to create new jobs, provide housing, generate taxes and the like." (*Concerned Citizens of South Central LA v. Los Angeles Unif. Sch. Dist.* (1994) 24 Cal.App.4th 826, 847)

A statement of overriding considerations must be supported by substantial evidence in the record. (14 Cal.Code Regs. §15093(b); *Sierra Club v. Contra Costa Co.* (1992) 10 Cal.App.4th 1212, 1223)) The agency must make "a fully informed and publicly disclosed" decision that "specifically identified expected benefits from the project outweigh the policy of reducing or avoiding significant environmental impacts of the project." (15 Cal.Code Regs. §15043(b)) As with all findings, the agency must present an explanation to supply the logical steps between the ultimate finding and the facts in the record. (*Topanga Assn. for a Scenic Community v. County of Los Angeles* (1974) 11 Cal.3d 506, 515)

Key among the findings that the lead agency must make is that:
"Specific economic, legal, social, technological, or other considerations, including the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.. [and that those] benefits of the project outweigh the significant effects on the environment."
(Pub. Res. Code §21081(a)(3), (b))

Thus, the agency must make specific findings, supported by substantial evidence, concerning both the environmental impacts of the Project, and the economic benefits including "the provision of employment opportunities for highly trained workers" created. The MND fails to provide substantial evidence to support a statement of overriding considerations. The City has no substantial evidence on which to base any determination that the economic benefits of the Project outweigh its admittedly significant environmental impacts.

V. CONCLUSION

For the foregoing reasons, Local 46 respectfully requests that the County not approve the proposed Mitigated Negative Declaration, require preparation of an Environmental Impact Report for the Project, and refrain from issuing any Project approvals unless and until an EIR is circulated for public comment and certified as complete, including implementation of all feasible mitigation measures and alternatives. We request written notice of any actions, hearings or decisions related to this Project.

Thank you for considering our comments.

Sincerely,

Scott Littlehale

Alex Lantsberg, MCP

Senior Research Analyst
Carpenters Local Union No. 46

Planner & Research Analyst
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Revisions to the MND

Revisions to the Proposed Mitigated Negative Declaration

The following clarifications and minor revisions are made to the proposed Mitigated Negative Declaration (MND), dated April 2012. Additions are shown in underline, and deletions are shown in ~~strikeout~~.

Air Quality

The Yolo Solano Air Quality Management District recommends a threshold for ozone precursors (ROG and NO_x) described in tons per year of emissions. The MND used the previous YSAQMD threshold of pounds per day of emissions. Tables 1 and 2, below, are corrected for tons per year. As shown, the project does not exceed the applicable thresholds: either calculated as tons per year, or as pounds per year (as originally shown in the MND).

TABLE 1
UNMITIGATED EMISSIONS FROM CONSTRUCTION ^{a, b}

Project Phase	ROG ^c	NOx ^c	CO ^d	PM10 ^d	PM2.5 ^d
Phase 1	0.7	4.1	31	7	5
Phase 2	1.1	7.2	42	22	13
YSAQMD Thresholds of Significance	10	10	NA	80	NA
Significant (Yes or No)?	No	No	No	No	No

a. Project construction emissions estimates were made using CalEEMod. See Appendix A for more information.

b. Values in **bold** are in excess of the applicable significance threshold. NA = Not Available.

c. Tons Per Year

d. Pounds Per Day

TABLE 2
UNMITIGATED EMISSIONS FROM OPERATIONS ^{a, b}

Project Phase	ROG ^c	NOx ^c	CO ^d	PM10 ^d	PM2.5 ^d
Project Buildout	4.5	9.8	210	32	3
YSAQMD Thresholds of Significance	10	10	NA	80	NA
Significant (Yes or No)?	No	No	No	No	No

a. Project construction emissions estimates were made CalEEMod. See AQ Appendix for more information.

b. Values in **bold** are in excess of the applicable significance threshold. NA = Not Available.

c. Tons Per Year

d. Pounds Per Day

The following paragraph regarding Carbon Monoxide is added to page 14, between the first and second paragraph. This paragraph clarifies the methodology used and does not affect the analysis or the determination of less-than-significant.

The YSAQMD's Handbook for Assessing and Mitigating Air Quality Impacts includes screening criteria for CO hotspots. If either of the following criteria is true of any intersection affected by the project traffic, then the project can be said to have the potential to create a violation of the CO standard:

- A traffic study for the project indicates that the peak-hour Level of Service (LOS) on one or more streets or at one or more intersections in the project vicinity will be reduced to an unacceptable LOS (typically LOS E or F); or
- A traffic study indicates that the project will substantially worsen an already existing peak-hour LOS F on one or more streets or at one or more intersections in the project vicinity. "Substantially worsen" includes situations where delay would increase by 10 seconds or more when project-generated traffic is included."

Greenhouse Gas Emissions

The following changes are made to Measures GHG 1 through GHG 5. The revised GHG calculation output from (CalEEMod) is attached.

Mitigation Measure GHG-1: Land Use Mitigation. Replace 8,500 square feet of Fast Food Restaurant with Drive-Through Window land use with High-Turnover (Sit-Down) Restaurant land use, limiting the amount of Fast Food Restaurant with Drive-Through Window land use to 2,500 square feet.

Reduce the amount of Office land use from 101,000 building square feet to 82,500 building square feet.

~~This mitigation measure would reduce GHG emissions by 1,543.51 MT/yr, which is 23.68 percent of total unmitigated emissions. [Note: the project site plan shown in Figure 3 of this initial study shows the reduction in drive-through restaurant. The site plan included in the K.D. Anderson shows the original, "unmitigated" land use proposal.]~~

~~**Mitigation Measure GHG-2: On-site Energy Mitigation.** The following measures would reduce GHG emissions by at least 262.91 MT/yr, which is 4.03 percent of total unmitigated emissions:~~

- ~~• Provide 5,000 SF of rooftop solar energy panels. This would achieve annual energy savings of approximately 87,052,500 kWh annually (assuming 90% efficiency of conversion from DC to AC power and 10.6 watts per square foot). Rooftop solar can be mounted on Phase 1 or Phase 2 structures.~~

Mitigation Measure GHG-2: Mobile Source Mitigation.

- Implement a Neighborhood Electric Vehicle (NEV) Network

Mitigation Measure GHG-3: Energy Consumption Mitigation. ~~The following measures would reduce GHG emissions by 154.19 MT/yr, which is 2.37 percent of total unmitigated emissions:~~

- Design buildings to exceed of Title 24 requirements by ~~25~~ 2 percent
- Design buildings to achieve 25 percent lighting energy reduction due to high efficiency lighting

Mitigation Measure GHG-4: Water Consumption Mitigation. ~~The following measures would reduce GHG emissions by 14.91 MT/yr, which is 0.23 percent of total unmitigated emissions:~~

- install low-flow bathroom faucets (32 percent reduction in flow)
- install low-flow kitchen faucets (18 percent reduction in flow)
- install low-flow toilets (20 percent reduction in flow)
- install low-flow showers (20 percent reduction in flow)
- install water efficient irrigation systems (6.1 percent reduction in flow)

~~**Mitigation Measure GHG-5: Solid Waste Mitigation.** Implement programs to achieve a 20 percent reduction in solid waste due to recycling (e.g., office and auto sales) and composting (fast food and restaurant) services. This measure would reduce GHG emissions by 106.07 MT/yr, which is 1.63 percent of total unmitigated emissions.~~

Significance After Mitigation: As shown in the CalEEMod model output report, implementation of the mitigation measures listed above would reduce GHG emissions from an unmitigated total of 6,517.78 MT/yr to a mitigated total of 4,626.98 ~~4,436.20~~ MT/yr. The sum of the GHG emissions reductions due to the mitigation measures listed above would be ~~2,081.60~~ 1890.8 MT/yr (difference between this value and sum of the components listed above is due to rounding). The reduction of ~~2,081.60~~ 1890.8 MT/yr of GHG emissions would be a reduction of ~~31.94~~ 29.01 percent. This percent reduction is equal or greater than the 29 percent reduction described in the Significance Thresholds section of this report. Therefore, with implementation of the mitigation measures listed above, this impact is **considered less than significant**.

GHG Calculations (Revised)

Panatonni Oper Mitig - Reduced Fast Food & Office
Yolo County, Annual

1.0 Project Characteristics**1.1 Land Usage**

Land Uses	Size	Metric
General Office Building	82.5	1000sqft
Parking Lot	734	Space
Parking Lot	744	Space
Fast Food Restaurant with Drive Thru	2.5	1000sqft
High Turnover (Sit Down Restaurant)	8.5	1000sqft
Automobile Care Center	57.98	1000sqft
Strip Mall	20	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Utility Company	Pacific Gas & Electric Company
Climate Zone	2	Precipitation Freq (Days)	54		

1.3 User Entered Comments

Project Characteristics - 2016 is first year of operation for built-out project. This file is for mitigated operational emissions, incl reduced fast food & office use.

Land Use - Automobile Care Center is surrogate for New Care Sales. Fast Food limited to 2,500 SF, and replaced with Restaurant. Office reduced to 82.5 KSF.

Construction Phase - This file is only for buildout mitigated operational emission. This file is not for analysis of construction emissions.

Off-road Equipment - This file is only for buildout operational mitigated emissions. This file is not for analysis of construction emissions.

Trips and VMT - This file is only for buildout operational mitigated emissions. This file is not for analysis of construction emissions.

Grading - This file is only for buildout operational mitigated emissions. This file is not for analysis of construction emissions.

Vehicle Trips - Automobile Care Center trip rates for weekday, Saturday and Sunday replaced with rates for New Car Sales.

Area Coating - VOC content set to 150 g/L, consistent with YSAQMD Rule 2.14

Energy Use -

Mobile Land Use Mitigation - NEV network included as electric vehicle chargers. Per CalEEMod User Guide & CAPCOA, 0.5% reduction; consistent with Brian G. 3-12-12.

Mobile Commute Mitigation -

Area Mitigation -

Energy Mitigation - Exceed Title 24 requirements by 2%, percentage set to achieve LTS impact. Install high efficiency lighting, percentage reviewed by ESA & City.

Water Mitigation - Indoor water use measures, and water-efficient irrigation systems. Percentages are CalEEMod default values.

Waste Mitigation -

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr															
2011											0.00	0.00	0.00	0.00	0.00	0.00
Total											0.00	0.00	0.00	0.00	0.00	0.00

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr															
2011											0.00	0.00	0.00	0.00	0.00	0.00
Total											0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Unmitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	t/yr										MT/yr					
Area											0.00	0.00	0.00	0.00	0.00	0.00
Energy											0.00	824.65	824.65	0.03	0.01	829.78
Mobile											0.00	3,585.71	3,585.71	0.15	0.00	3,588.91
Waste											91.18	0.00	91.18	5.39	0.00	204.33
Water											0.00	53.23	53.23	0.76	0.02	75.40
Total											91.18	4,463.59	4,554.77	6.33	0.03	4,698.42

2.2 Overall Operational

Mitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Area											0.00	0.00	0.00	0.00	0.00	0.00
Energy											0.00	766.73	766.73	0.03	0.01	771.50
Mobile											0.00	3,585.71	3,585.71	0.15	0.00	3,588.91
Waste											91.18	0.00	91.18	5.39	0.00	204.33
Water											0.00	44.49	44.49	0.61	0.02	62.24
Total											91.18	4,396.93	4,488.11	6.18	0.03	4,626.98

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 Grading - 2011

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Fugitive Dust											0.00	0.00	0.00	0.00	0.00	0.00
Off-Road											0.00	0.00	0.00	0.00	0.00	0.00
Total											0.00	0.00	0.00	0.00	0.00	0.00

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling											0.00	0.00	0.00	0.00	0.00	0.00
Vendor											0.00	0.00	0.00	0.00	0.00	0.00
Worker											0.00	0.00	0.00	0.00	0.00	0.00
Total											0.00	0.00	0.00	0.00	0.00	0.00

3.2 Grading - 2011

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Fugitive Dust											0.00	0.00	0.00	0.00	0.00	0.00
Off-Road											0.00	0.00	0.00	0.00	0.00	0.00
Total											0.00	0.00	0.00	0.00	0.00	0.00

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling											0.00	0.00	0.00	0.00	0.00	0.00
Vendor											0.00	0.00	0.00	0.00	0.00	0.00
Worker											0.00	0.00	0.00	0.00	0.00	0.00
Total											0.00	0.00	0.00	0.00	0.00	0.00

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

Implement NEV Network

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Mitigated											0.00	3,585.71	3,585.71	0.15	0.00	3,588.91
Unmitigated											0.00	3,585.71	3,585.71	0.15	0.00	3,588.91
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated		Mitigated	
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT	Annual VMT	Annual VMT
Automobile Care Center	1,933.05	1,219.32	607.63	1,635,484	1,635,484	1,635,484	1,635,484
Fast Food Restaurant with Drive Thru	1,240.30	1,805.08	1356.80	1,249,777	1,249,777	1,249,777	1,249,777
General Office Building	908.33	195.53	80.85	1,644,833	1,644,833	1,644,833	1,644,833
High Turnover (Sit Down Restaurant)	1,080.78	1,346.15	1120.64	1,304,578	1,304,578	1,304,578	1,304,578
Parking Lot	0.00	0.00	0.00				
Parking Lot	0.00	0.00	0.00				
Strip Mall	886.40	840.80	408.60	1,249,935	1,249,935	1,249,935	1,249,935
Total	6,048.85	5,406.86	3,574.52	7,084,606	7,084,606	7,084,606	7,084,606

4.3 Trip Type Information

Land Use	Miles				Trip %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	
Automobile Care Center	9.50	7.30	7.30	33.00	48.00	19.00	
Fast Food Restaurant with Drive Thru	9.50	7.30	7.30	2.20	78.80	19.00	
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	
High Turnover (Sit Down Restaurant)	9.50	7.30	7.30	8.50	72.50	19.00	
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	

5.0 Energy Detail

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

5.2 Energy by Land Use - Natural Gas

Unmitigated

Land Use	Natural Gas Use kBtu	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr												MT/yr					
Automobile Care Center	1.13699e+006											0.00	60.67	60.67	0.00	0.00	61.04
Fast Food Restaurant with Drive Thru	278850											0.00	14.88	14.88	0.00	0.00	14.97
General Office Building	1.42725e+006											0.00	76.16	76.16	0.00	0.00	76.63
High Turnover (Sit Down Restaurant)	948090											0.00	50.59	50.59	0.00	0.00	50.90
Parking Lot	0											0.00	0.00	0.00	0.00	0.00	0.00
Strip Mall	245800											0.00	13.12	13.12	0.00	0.00	13.20
Total												0.00	215.42	215.42	0.00	0.00	216.74

5.2 Energy by Land Use - NaturalGas

Mitigated

Land Use	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	kBTU																
Automobile Care Center	1.11432e+006											0.00	59.46	59.46	0.00	0.00	59.83
Fast Food Restaurant with Drive Thru	276715											0.00	14.77	14.77	0.00	0.00	14.86
General Office Building	1.39948e+006											0.00	74.68	74.68	0.00	0.00	75.14
High Turnover (Sit Down Restaurant)	940829											0.00	50.21	50.21	0.00	0.00	50.51
Parking Lot	0											0.00	0.00	0.00	0.00	0.00	0.00
Strip Mall	241028											0.00	12.86	12.86	0.00	0.00	12.94
Total												0.00	211.98	211.98	0.00	0.00	213.28

5.3 Energy by Land Use - Electricity

Unmitigated

Land Use	Electricity Use kWh	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
			tons/yr			MT/yr			
Automobile Care Center	535155					155.68	0.01	0.00	156.66
Fast Food Restaurant with Drive Thru	84025					24.44	0.00	0.00	24.60
General Office Building	921525					268.08	0.01	0.00	269.76
High Turnover (Sit Down Restaurant)	285685					83.11	0.00	0.00	83.63
Parking Lot	0					0.00	0.00	0.00	0.00
Strip Mall	267800					77.91	0.00	0.00	78.39
Total						609.22	0.02	0.00	613.04

6.2 Area by SubCategory

Mitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Architectural Coating											0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products											0.00	0.00	0.00	0.00	0.00	0.00
Landscaping											0.00	0.00	0.00	0.00	0.00	0.00
Total											0.00	0.00	0.00	0.00	0.00	0.00

7.0 Water Detail

7.1 Mitigation Measures Water

- Install Low Flow Bathroom Faucet
- Install Low Flow Kitchen Faucet
- Install Low Flow Toilet
- Install Low Flow Shower
- Use Water Efficient Irrigation System

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					44.49	0.61	0.02	62.24
Unmitigated					53.23	0.76	0.02	75.40
Total	NA	NA	NA	NA	NA	NA	NA	NA

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Automobile Care Center	5.45482 / 3.34328					12.05	0.17	0.00	16.90
Fast Food Restaurant with Drive Thru	0.758834 / 0.0484362					1.25	0.02	0.00	1.92
General Office Building	14.663 / 8.98702					32.40	0.45	0.01	45.44
High Turnover (Sit Down Restaurant)	2.58004 / 0.164683					4.26	0.08	0.00	6.54
Parking Lot	0 / 0					0.00	0.00	0.00	0.00
Strip Mall	1.48145 / 0.907986					3.27	0.05	0.00	4.59
Total						53.23	0.77	0.01	75.39

7.2 Water by Land Use

Mitigated

Land Use	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	Mgal								
			tons/yr			MT/yr			
Automobile Care Center	4.36386 / 3.13934					10.11	0.13	0.00	14.00
Fast Food Restaurant with Drive Thru	0.607067 / 0.0454816					1.01	0.02	0.00	1.55
General Office Building	11.7304 / 8.43881					27.19	0.36	0.01	37.63
High Turnover (Sit Down Restaurant)	2.06403 / 0.154638					3.43	0.06	0.00	5.26
Parking Lot	0 / 0					0.00	0.00	0.00	0.00
Strip Mall	1.18516 / 0.852599					2.75	0.04	0.00	3.80
Total						44.49	0.61	0.01	62.24

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					91.18	5.39	0.00	204.33
Unmitigated					91.18	5.39	0.00	204.33
Total	NA	NA	NA	NA	NA	NA	NA	NA

8.2 Waste by Land Use

Unmitigated

Land Use	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons	tons/yr				MT/yr			
Automobile Care Center	221.48					44.96	2.66	0.00	100.75
Fast Food Restaurant with Drive Thru	28.8					5.85	0.35	0.00	13.10
General Office Building	76.73					15.58	0.92	0.00	34.91
High Turnover (Sit Down Restaurant)	101.15					20.53	1.21	0.00	46.01
Parking Lot	0					0.00	0.00	0.00	0.00
Strip Mall	21					4.26	0.25	0.00	9.55
Total						91.18	5.39	0.00	204.32

8.2 Waste by Land Use

Mitigated

Land Use	Waste Disposed tons	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr								
Automobile Care Center	221.48					44.96	2.66	0.00	100.75
Fast Food Restaurant with Drive Thru	28.8					5.85	0.35	0.00	13.10
General Office Building	76.73					15.58	0.92	0.00	34.91
High Turnover (Sit Down Restaurant)	101.15					20.53	1.21	0.00	46.01
Parking Lot	0					0.00	0.00	0.00	0.00
Strip Mall	21					4.26	0.25	0.00	9.55
Total						91.18	5.39	0.00	204.32

9.0 Vegetation

Mitigation Monitoring and Reporting Program

MITIGATION MONITORING AND REPORTING PROGRAM

Impact	Mitigation Measure	Monitoring / Reporting Action	Timing
Biological Resources The project site constitutes foraging habitat for Swainson's hawk and other raptors. Project construction may impact these species during the breeding season.	BIO-1: Potential Swainson's hawk or other raptor nests shall be protected as follows: If construction-related activities are to occur during the nesting bird season (February 15 through August 31), a qualified biologist shall conduct a preconstruction survey of all potential nesting habitats within 30 days prior to the start of activities (grubbing, dirt-moving, mobilization, or other construction-related activities) and within 500 feet of construction activities. If ground-disturbing activities are delayed or suspended for more than 30 days after the preconstruction survey, the site shall be resurveyed. The results of these surveys shall be documented in a technical memorandum that shall be submitted to the California Department of Fish and Game (DFG) (if nesting birds are documented) and the City of Woodland. A qualified biologist is one that has been approved by DFG as having the appropriate education background and experience to conduct nesting bird surveys. If an active nest is found during the preconstruction survey, a no-work buffer of 500 feet will be established unless otherwise approved by the DFG. The qualified biologist will coordinate with DFG to determine the appropriate nest avoidance, monitoring, and protective measures appropriate for the species and site conditions. In addition to establishment of a no-work buffer, these measures may include daily or spot-check monitoring of the nesting activity as deemed appropriate by DFG. If the preconstruction survey indicates that nests are inactive or potential habitat is unoccupied during the construction period, no further mitigation is required. Trees and shrubs that have been determined to be unoccupied by birds or that are located more than 500 feet from active nests may be removed (500 feet is the distance regularly recommended by DFG to prevent impacts to active avian nests). BIO-2: Permanent loss of Swainson's hawk foraging habitat (25 acres) shall be compensated for by paying mitigation fees in one of the following three ways: 1. Pay the In Lieu Fee (currently \$8,660 per acre) with the JPA. 2. Participation in one of the JPA advanced mitigation sites; or 3. Participation in a mitigation bank located within Yolo County that has Swainson's hawk foraging habitat credits available. Fees shall be paid prior to issuance of a grading or building permit for any phase of the project. Both the acreage and fee are subject to confirmation and approval by the Yolo County HCP/NCCP JPA, DFG, and the City of Woodland.	City shall confirm necessary pre-construction surveys prior to any construction activities on the site. Monitor shall be selected with the approval of the City, and paid for by the applicant.	Prior to any construction activities from February 15 through August 31.
The project would impact Swainson's hawk foraging habitat implement.		City of Woodland shall confirm payment of the in lieu fee to the JPA in the proper amount (or confirm participation in a JPA or other JPA-approved mitigation bank).	Prior to issuance of a grading or building permit for any phase of the project.

MITIGATION MONITORING AND REPORTING PROGRAM (continued)

Cultural Resources

Accidental discovery of archaeological resources.

CUL-1: If cultural resources are encountered, all activity in the vicinity of the find shall cease until it can be evaluated by a qualified archaeologist and a Native American representative. Prehistoric archaeological materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or tool making debris; culturally darkened soil ("midden") containing heat-affected rocks, artifacts, or shellfish remains; and stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone, concrete, or adobe footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic refuse. If the archaeologist and Native American representative determine that the resources may be significant, they will notify the City of Woodland. An appropriate treatment plan for the resources should be developed. The archaeologist shall consult with Native American representatives in determining appropriate treatment for prehistoric or Native American cultural resources.

Ongoing during any ground-disturbing construction activities in any phase of the project.

Applicant shall include this measure in any construction contracts with developer/contractor. City of Woodland shall enforce through the regular inspection process.

In considering any suggested mitigation proposed by the archaeologist and Native American representative, the City will determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is infeasible, other appropriate measures (e.g., data recovery) will be instituted. Work may proceed in other parts of the project area while mitigation for cultural resources is being carried out.

Accidental discovery of human remains.

CUL-2: If human remains are encountered unexpectedly during construction excavation and grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the NAHC. The NAHC will then identify the person(s) thought to be the Most Likely Descendant, who will help determine what course of action should be taken in dealing with the remains.

Ongoing during any ground-disturbing construction activities in any phase of the project.

Applicant shall include this measure in any construction contracts with developer/contractor. City of Woodland shall enforce through the regular inspection process.

Greenhouse Gas Emissions

Project may significantly increase emissions of greenhouse gases.

GHG-1: Land Use Mitigation. Replace 8,500 square feet of Fast Food Restaurant with Drive-Through Window land use with High-Turnover (Sit-Down) Restaurant land use, limiting the amount of Fast Food Restaurant with Drive-Through Window land use to 2,500 square feet.

Reduce the amount of Office land use from 101,000 building square feet to 82,500 building square feet.

Site plan and subsequent building plans shall be checked for compliance prior to issuance of any building permit for Phase 2.

Approved master plan for Phase 2 shall reflect Measure GHG-1. Building plans shall reflect the approved site plan incorporating measure GHG-1.

MITIGATION MONITORING AND REPORTING PROGRAM (continued)

Hazards and Hazardous Materials Project may create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	GHG-2: Mobile Source Mitigation. Implement a Neighborhood Electric Vehicle (NEV) Network	Site plan for Phase 2 shall incorporate NEV Network.	Prior to issuance of any building permit for Phase 2.
	GHG-3: Energy Consumption Mitigation. - Design buildings to exceed of Title 24 requirements by 2 percent - Design buildings to achieve 25 percent lighting energy reduction due to high efficiency lighting	Building plans for all phases shall incorporate Measure GHG-3.	Prior to issuance of any building permit.
	GHG-4: Water Consumption Mitigation. - install low-flow bathroom faucets (32 percent reduction in flow) - install low-flow kitchen faucets (18 percent reduction in flow) - install low-flow toilets (20 percent reduction in flow) - install low-flow showers (20 percent reduction in flow) - install water efficient irrigation systems (6.1 percent reduction in flow)	Building plans for all phases shall incorporate Measure GHG-4.	Prior to issuance of any building permit.
	HAZ-1: If soil contaminated by potentially hazardous materials is exposed during construction, the local responsible agency shall be notified. A work plan to characterize and possibly remove contaminated soil may be required by the local responsible agency or other regulatory agency.	Applicant shall include this measure in any construction contracts with developer/contractor. City of Woodland shall enforce through the regular inspection process.	Ongoing during any ground-disturbing construction activities in any phase of the project.
	Mitigation Measure HAZ-2: The applicant shall ensure all contractors and employees immediately control the source of any leak and contain any spill using appropriate spill containment and countermeasures. If required by any regulatory agency, contaminated media shall be collected and disposed of at an offsite facility approved to accept such media. In addition, all precautions required by the RWQCB for the NPDES construction activity storm water permits would be taken to ensure that no hazardous materials enter any nearby waterways.	Applicant shall include this measure in any construction contracts with developer/contractor. City of Woodland shall enforce through the regular inspection process.	Ongoing during any ground-disturbing construction activities in any phase of the project.
Project may be the site of previously unidentified contamination (Phase 2 only)	Mitigation Measure HAZ-3: A Phase I Environmental Assessment must be completed by a qualified professional for Phase 2 of the project before any Phase 2 construction begins.	Applicant shall prepare and submit a Phase 1 Environmental Assessment to the City prior to development of Phase 2.	Prior to approval of site plan or building plans for Phase 2.

MITIGATION MONITORING AND REPORTING PROGRAM (continued)

Hydrology and Water Quality

Project could violate a water quality standard or waste discharge requirement

HYDRO-1: The City shall adopt a Stormwater Pollution Prevention Plan (SWPPP) for construction and operation of the project for compliance with required NPDES construction permitting and to reduce the intensity of potential water quality impacts associated with project operation. The SWPPP shall identify pollutant sources that may affect the quality of stormwater discharge and shall require the implementation of Best Management Practices (BMPs) to reduce pollutants in storm water discharges during construction and operation.

Applicant or applicant's contractor shall prepare an SWPPP for approval by the City.

Prior to start of construction. If constructed separately, each phase may require approval of a SWPPP.

HYDRO-2: Operation-related stormwater Best Management Practices (BMPs) shall be incorporated into project design and fully implemented prior to completion of construction and associated activities for the project.

City shall review site plans for compliance.

Prior to approval of a site plan or issuance of any building permits.

Project would place structures within the 100-year flood plain.

HYDRO-3: The finished floor level of all occupied structures shall be at or above Base Flood Elevation (BFE). All structures shall comply with the City's Flood Ordinance and FEMA.

City shall review submitted grading and building plans for compliance.

Prior to issuance of any building permits.

HYDRO-4: Prior to building permit, applicant shall fund flood modeling by City. If impacts are made to flood plain or adjacent property, applicant shall modify building floor plan accordingly.

City staff or City-approved contractor shall conduct modeling. Modeling to be paid for by the applicant.

Prior to issuance of a building permit for any phase.

Transportation and Traffic

Project may conflict with an applicable policy establishing measures of effectiveness for the performance of the circulation system.

TRAF-1: The applicant shall install a multi-way stop at Freeway Drive and East Main Street prior to completion of Phase 1 of the project. This control should also include advance signing for westbound traffic indicating the stop ahead (and if determined necessary by the City Engineer, a flashing beacon should be installed with the warning sign).

City, or an approved contractor, shall install signs. Applicant shall pay for installation.

Prior to completion (certificate of occupancy) for Phase 1.

TRAF-2: Freeway Drive and East Main Street is identified as a future signalized intersection in the City's Major Projects Financing Plan. The applicant shall contribute to this signal through the payment of development fees. If the planned signal is constructed prior to completion of Phase 1, Mitigation Measure TRAF-1 would not be necessary.

City will implement the signal improvements. Applicant shall be responsible for payment of development fees for traffic impacts.

Development fees payable prior to issuance of building permits.

PANATTONI MIXED USE PROJECT

Initial Study and Mitigated Negative Declaration

Prepared for
City of Woodland

April 2012



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Initial Study and Mitigated Negative Declaration

Prepared for
City of Woodland

April 2012



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ENVIRONMENTAL CHECKLIST

Initial Study/Mitigated Negative Declaration

1. **Project Title:** Panattoni Mixed-Use Project
2. **Lead Agency Name and Address:** City of Woodland, City Hall Annex
520 Court Street
Woodland, CA 95695
3. **Contact Person and Phone Number:** Paul L. Hanson, AICP
Senior Planner
(530) 661-5820
4. **Project Location:** East Main Street/Quality Circle/Freeway Drive
Woodland, CA
5. **Project Sponsor's Name and Address:** Panattoni Development Company
8775 Folsom Blvd., Suite 200
Sacramento, CA 95826
6. **General Plan Designation(s):** Industrial (I)
7. **Zoning Designation(s):** Industrial / Planned Development (I/PD) -
Entry Overlay Zone (EOZ)
8. **Description of Project:**

Panattoni Development Company (Panattoni) is proposing to develop a 24.363-acre mixed-use commercial project including automotive dealerships on a currently undeveloped site in the City of Woodland (APN# 027-851-024). The project site is located on East Main Street immediately north of Interstate 5 (I-5) and immediately west of Quality Circle (see **Figure 1** and **Figure 2**). The project will be developed in two phases; Phase 1 consists of the two southernmost parcels (approximately 12 acres). Phase 1, Parcel A includes a 23,821 square foot automobile dealership, a 992 square foot car wash, and 294 parking stalls. Phase 1, Parcel B includes a 29,675 square foot automobile dealership, a 2,500 square foot detail shop, a 992 square foot car wash, and 440 parking stalls. Total Phase 1 development will result in approximately 57,980 square feet of developed uses (see Figure 3). Phase 2 consists of the 6 northernmost parcels on the project site (approximately 11.5 acres). Planned land uses under Phase 2 include approximately 101,000 square feet of professional office space, 20,000 square feet of retail space, 2,500 square feet of drive-through restaurant, and 8,200 square feet of retail or sit-down restaurant.

The City of Woodland is serving as the lead agency under the California Environmental Quality Act (CEQA). This Initial Study/Mitigated Negative Declaration (IS/MND) will address all the potential impacts of the proposed project and identify any feasible mitigation measures. Required project entitlements include site plan review, design review, and a parcel map.

9. Surrounding Land Uses and Setting:

The project site is located in a largely developed industrial and commercial area within the City of Woodland, CA (see Figure 1 and Figure 2). The project site has a City of Woodland General Plan Designation of Industrial (I) and is zoned Industrial Planned Development (I/PD) with an Entry Overlay Zone (EOZ). The EOZ allows mixed-use developments with approval of a site plan and design review.

Land uses surrounding the project site consist of various commercial and industrial land uses. Commercial trucking operations are located to the north (across East Main Street) and east. Various businesses are located west of the project site including a John Deere dealership, an automobile storage facility, a gas station, and a gym. I-5 is located immediately to the south. A Costco Wholesale warehouse is located on the other side of I-5 south of the project site.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement. Indicate whether another agency is a responsible or trustee agency):

The proposed project would disturb an area over one acre. Therefore, an NPDES Permit from the Regional Water Quality Control Board and preparation of a Storm Water Pollution Prevention Plan (SWPPP) will be required. Storage of hazardous materials related to routine automobile service may require review by the Yolo County of Environmental Health and preparation of a Hazardous Materials Business Plan.



SOURCE: DeLorme Street Atlas, 2000; and ESA, 2012

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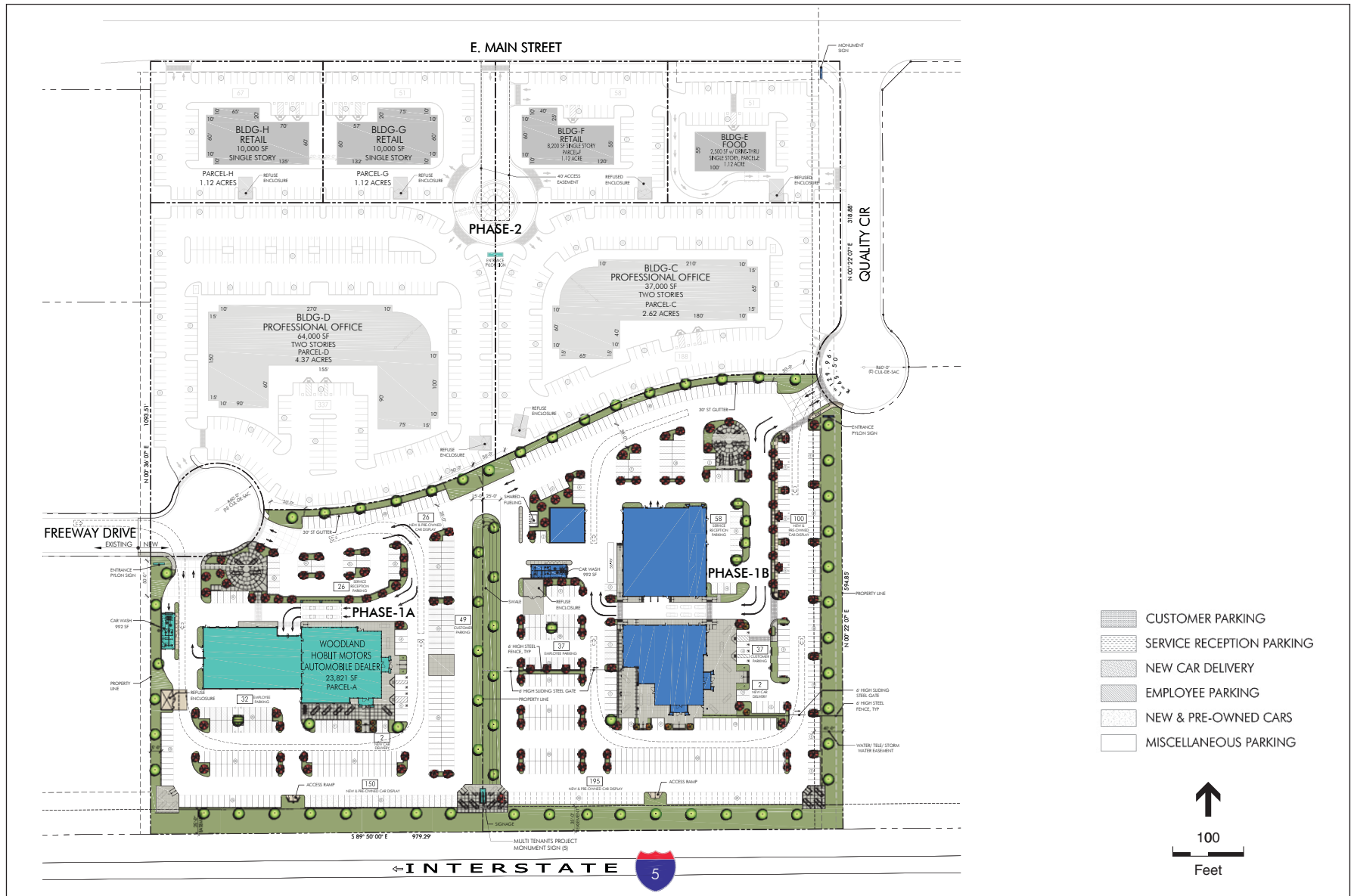
Figure 1
Regional Location



SOURCE: Bing Maps, 2009; and ESA, 2012

Panattoni Mixed Use MND . 211147

Figure 2
Project Site



SOURCE: FWA, 2012; and ESA, 2012

Panattoni Mixed Use MND . 211147

Figure 3
Master Plan

Environmental Factors Potentially Affected

The proposed project could potentially affect the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor.

- | | | |
|--|---|---|
| ☐ Aesthetics | ☐ Agriculture and Forestry Resources | ☒ Air Quality |
| ☒ Biological Resources | ☒ Cultural Resources | ☐ Geology, Soils, and Seismicity |
| ☒ Greenhouse Gas Emissions | ☒ Hazards and Hazardous Materials | ☒ Hydrology and Water Quality |
| ☐ Land Use and Land Use Planning | ☐ Mineral Resources | ☒ Noise |
| ☐ Population and Housing | ☐ Public Services | ☐ Recreation |
| ☒ Transportation and Traffic | ☐ Utilities and Service Systems | ☐ Mandatory Findings of Significance |

DETERMINATION: (To be completed by Lead Agency)

On the basis of this initial study:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.

Signature

Paul L. Hanson, AICP, Senior Planner

Printed Name

Date

Woodland, CA

For

Environmental Checklist

Aesthetics

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
1. AESTHETICS — Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	☐	☐	☒	☐

Discussion

- a) As noted above, the project site is located within a developed industrial and commercial area in the City of Woodland. The visual context of the area surrounding the project site consists of various commercial and industrial businesses, and I-5. There are no scenic vistas within the vicinity of the project site. Because the project site is in a developed area and because there are no scenic vistas in the vicinity of the project site, the proposed project will not have an adverse effect on a scenic vista; therefore there is **no impact**.
- b) A review of the current Caltrans Map of Designated State Scenic Highways indicated that there are no officially designated state scenic highways in Yolo County. A portion of State Route 16 in the northwest part of the County is an eligible state scenic highway, however it has not been designated as such at this time (and is not within the same view shed as the project site). Furthermore, there are no designated county scenic highways currently listed. Therefore, the proposed project would have **no impact** on scenic resources associated with a scenic highway or roadway, and no mitigation is required.
- c) As described above, the project site is located within a developed industrial and commercial area in the City of Woodland. However, the site itself is currently undeveloped. The project site is visible to several types of viewing groups including workers of the various businesses in the area and motorists traveling along East Main Street and I-5. Development of the proposed project would result in a permanent change in local visual conditions, however, because the project site is surrounded by existing developed industrial and commercial land uses the visual character would not be substantially degraded, therefore this impact is considered **less than significant**.

- d) The project site is located within an urban setting where lighting currently exists and is characteristic of typical nighttime city views. Automobile traffic on East Main Street and I-5, as well as existing industrial and commercial land uses in the area contribute to existing urbanized nighttime light sources and daytime glare in the vicinity of the project. The proposed project is consistent with the industrial and commercial land uses in the area. Although the project will create new sources of light and glare, it would not adversely affect day or nighttime views as lighting associated with existing development surrounding the project site is prevalent in the project area. Furthermore, all proposed outdoor lighting will be required to meet all city standards regulating outdoor lighting in order to minimize any impacts resulting from outdoor lighting on adjacent properties; therefore this impact is **less than significant**.

References

California Department of Transportation (Caltrans), 2012. California Scenic Highway Program, available at: http://www.dot.ca.gov/hq/LandArch/scenic_highways/scenic_hwy.htm; accessed January 20, 2012.

City of Woodland, 2002. General Plan Policy Document; December 17, 2002.

Agricultural and Forest Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
2. AGRICULTURAL AND FOREST RESOURCES —				
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.				
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☒	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Discussion

- a) According to the Department of Conservation's Farmland Mapping and Monitoring Program (DOC, 2010), the project site consists of Farmland of Local Importance (approximately 16 acres), Grazing Land (approximately 7 acres), and Urban and Built-Up Land (approximately 1.5 acres). No Prime Farmland, Unique Farmland, or Farmland of Statewide Importance will be converted as a result of the proposed project; therefore this impact is considered **less than significant**.
- b) The project site is designated for industrial uses by the General Plan and is zoned I/PD. The project site is not enrolled in a Williamson Act contract. The surrounding properties are zoned and used for non-agricultural (industrial) development. Therefore, there is **no impact**.
- c, d) As previously discussed, because the project site is located in a developed industrial and commercial area within the City of Woodland there will be no conflict with existing zoning for, or cause rezoning of, forestland, timberland, or timberland zoned Timberland Production. No forestland will be lost or converted as a result of the proposed project. For these reasons, there will be **no impact** on forestland.

- e) For the reasons listed above, there will be no changes to the existing environment that would result in conversion of Farmland to non-agricultural use or conversion of forestland to non-forest use; therefore, there is **no impact**.

References

DOC, 2010. California Department of Conservation, Farmland Mapping and Monitoring Program, 2010.

City of Woodland, 2002. General Plan Policy Document; December 17, 2002.

Air Quality

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
3. AIR QUALITY —				
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.				
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Discussion

Air quality is regulated by several agencies, including the U.S. Environmental Protection Agency (USEPA), the California Air Resources Board (CARB), and the Yolo-Solano Air Quality Management District (YSAQMD). At the federal level, the USEPA is responsible for implementation of the Federal Clean Air Act (CAA) and establishing the National Ambient Air Quality Standards (NAAQS). The CARB promulgates ambient standards for California, or the California Ambient Air Quality Standards (CAAQS). NAAQS have been established for the following criteria pollutants: ozone (O₃), particulate matter less than 10 microns in diameter (PM₁₀) and less than 2.5 microns in diameter (PM_{2.5}), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and lead. In addition, CAAQS have been established for hydrogen sulfide (H₂S), sulfates, and visibility reducing particles. The proposed project is located in the Sacramento Valley Air Basin (Basin), and the YSAQMD is the regional agency responsible for implementing regulations governing emissions of air pollution for this area.

- a) The project site is within the YSAQMD, which regulates air quality in the project area. The proposed project is consistent with the current land use and zoning designations. The proposed project would not require a General Plan amendment related to land use, and as such, would be consistent with applicable land use planning documents. This project would not directly result in population growth (e.g. housing development). Consequently, implementation of the proposed project would be consistent with the Air Quality Management Plan. Therefore, this impact is considered **less than significant**.

b) Construction Emissions

Proposed project construction activities would produce criteria pollutant emissions (primarily ozone precursors, ROG and NO_x) as a result of using heavy-duty construction equipment. Mobile source emissions would also be produced from construction worker vehicle trips to and from the project site. In addition, fugitive dust emissions would be generated from site preparation and excavation activities and vehicle travel on paved and unpaved surfaces.

Construction equipment exhaust also would include some particulate emissions. PM₁₀ and PM_{2.5} emissions from construction would vary greatly from day to day depending on the level of activity, the equipment being operated, silt content of the soil, and the prevailing weather. Larger-diameter dust particles (i.e., greater than 30 microns) generally fall out of the atmosphere within several hundred feet of construction sites, and represent more of a soiling nuisance than a health hazard. Smaller-diameter particles (e.g., PM₁₀ and PM_{2.5}) are associated with adverse health effects and generally remain airborne until removed from the atmosphere by moisture. Therefore, unmitigated construction dust emissions could result in significant local effects.

Criteria pollutant emissions of ROG and NO_x from construction equipment and construction worker vehicle trips would incrementally add to regional atmospheric loading of ozone precursors during the construction period.

The proposed project has been analyzed for both phases using CalEEMod. The results of the analysis are summarized in **Table 1**.

TABLE 1
UNMITIGATED EMISSIONS FROM CONSTRUCTION
(POUNDS PER DAY)^{a, b}

Project Phase	ROG	NO _x	CO	PM ₁₀	PM _{2.5}
Phase 1	8	44	31	7	5
Phase 2	10	80	46	22	14
YSAQMD Thresholds of Significance	82	82	NA	82	NA
Significant (Yes or No)?	No	No	No	No	No

a. Project construction emissions estimates were made using CalEEMod. See Appendix A for more information.

b. Values in **bold** are in excess of the applicable significance threshold. NA = Not Available.

As depicted in **Table 1**, the estimated emissions from project construction would result in **less-than-significant** emissions.

Operational Emissions

Operational emissions for the project would be generated primarily from on-road vehicular traffic, as well as onsite stationary sources, and area sources. These operational emissions were calculated using CalEEMod, and the results are summarized in **Table 2**.

Based on the estimates shown in **Table 2**, the project's criteria pollutant contribution to regional air quality would be below the significance thresholds specified by the YSAQMD, and the assumed threshold for PM10. Therefore, the operational impacts of the project would be considered **less than significant**.

TABLE 2
UNMITIGATED EMISSIONS FROM OPERATIONS
(POUNDS PER DAY)^{a, b}

Project Phase	ROG	NOx	CO	PM10	PM2.5
Project Buildout	29	65	210	32	3
YSAQMD Thresholds of Significance	82	82	NA	82	NA
Significant (Yes or No)?	No	No	No	No	No

a. Project construction emissions estimates were made CalEEMod. See AQ Appendix for more information.

b. Values in **bold** are in excess of the applicable significance threshold. NA = Not Available.

- c) Cumulative impacts are two or more individual effects which, when considered together, are either significant or “cumulatively considerable,” meaning they add considerably to a significant environmental impact. Cumulative impacts can result from individually minor but collectively significant projects. Per CEQA Guidelines Section 15064(h)(4), the mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are cumulatively considerable. The Basin is in non-attainment status for ozone and PM10, indicating that projects which contribute to these pollutants may have a cumulative impact on the environment. Per YSAWMD's guidance, the Cumulative Impact and Plan Consistency thresholds discussed in section 3 and Appendix B.3 describe the District's basis for performing this analysis for ozone and PM10. In short, project emissions that are not consistent with the AQAP, SIP, or exceed District thresholds will have a significant cumulative impact unless offset. The construction and operational impacts of the proposed project would not exceed the YSAQMD's thresholds, and therefore are not expected to be cumulatively considerable. Development of the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant and would be **less than significant**.
- d) Some population groups, such as children and the elderly, are considered more sensitive to air pollution than others. The project would not be constructed near residential areas. Project construction would take place approximately 2,000 feet (southwest, across Interstate 5 (I-5)) from the nearest sensitive receptor.

Carbon Monoxide Hotspots

CO is a localized pollutant of concern. As described above, the project would not be located near sensitive receptors (nearest would be about 2,000 feet from project construction). Therefore, construction activities would not be located near sensitive receptors and would not emit CO in quantities that could pose health concerns.

CO concentrations have declined dramatically in California due to existing controls and programs and most areas of the state, including the region in which the proposed project is located, have no problem meeting the state and federal CO standards. CO measurements and modeling were important in the early 1980s when CO levels were regularly exceeded throughout California. In more recent years, CO measurements and modeling have not been a priority in most California air districts due to the retirement of older polluting vehicles, fewer emissions from new vehicles and improvements in fuels.

Traffic generated by the project would result in CO emissions based on the total volume of traffic and congestion along streets and intersections. The traffic study states that the proposed project would not cause a project-specific impact to any of the study area intersections. CO emissions in future years are expected to decrease due to reductions in the predicted CO emission factors resulting from a cleaner future mix of vehicles. Thus, mobile-source emissions of CO would not be anticipated to result in or contribute substantially to an air quality violation. The short-term construction and long-term operational mobile-source impact of the project on CO concentrations would be **less than significant**.

Toxic Air Contaminants

Construction of the project would result in short-term diesel particulate matter (DPM) emissions, which are TACs, from on-site heavy-duty equipment. Project construction would generate DPM emissions from the use of off-road diesel equipment required for site grading and excavation, and other construction activities. The dose to which sensitive receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has with the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the maximally exposed individual. Thus, the risks estimated for a maximally exposed individual are higher if a fixed exposure occurs over a longer period of time. According to the Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 70-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project. Thus, the duration of the proposed construction activities (approximately two years) would only constitute approximately 2.9 percent of the total 70-year exposure period. DPM from construction activities would not result in the exposure of sensitive receptors to levels that exceed applicable standards.

In addition, the long-term operation of the project would not result in any non-permitted sources of toxic air emissions. As a result, exposure of sensitive receptors to substantial toxic air emissions from the project would be **less than significant**.

- e) Types of land uses that typically pose potential odor problems include agriculture, wastewater treatment plants, food processing and rendering facilities, chemical plants, composting facilities, landfills, waste transfer stations, and dairies. In addition, the occurrence and severity of odor impacts depend on numerous factors, including the nature, frequency,

and intensity of the source; wind speed and direction; and the presence of sensitive receptors. Although offensive odors rarely cause any physical harm, they can still be very unpleasant, leading to considerable distress and often generating citizen complaints to local governments and regulatory agencies. No part of the project would create odors at nearby sensitive receptors. Therefore, the project in reference to odors would be **less than significant**.

References

Yolo-Solano Air Quality Management District (YSAQMD). Handbook for Assessing and Mitigating Air Quality Impacts; July 2007.

Biological Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
4. BIOLOGICAL RESOURCES — Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Data Sources / Methodology

Biological resources within the project site were identified by ESA biologist Chariss Tweedy through a field reconnaissance conducted on January 23, 2012. Prior to the reconnaissance survey, a review of pertinent literature and database queries were conducted for the project site and surrounding area. The reconnaissance survey consisted of a pedestrian survey of the project site in its entirety. The primary sources of data referenced for this study include the following:

- Federal Endangered and Threatened Species that may be Affected by Projects in the Woodland, California USGS 7.5-minute Topographic Quadrangle (USFWS, 2012);
- California Natural Diversity Database (CNDDDB), Rarefind 4 computer program (CDFG, 2012);
- California Native Plant Society's Inventory of Rare and Endangered Plants (v8-01a) (CNPS, 2012).

A list of special-status species with potential to occur on or near the project site was compiled from these sources and from information collected during the field reconnaissance. **Appendix B** includes the special-status species lists for the project region.

Site Description

The project site is located in the City of Woodland on East Main Street immediately north of Interstate 5 (I-5) and immediately west of Quality Circle. The project site is bounded by industrial uses to the west, north, and east; to the south east is a large vacant lot. During the time of the reconnaissance-level survey in January 2012, the entire project site was highly disturbed by recent plowing activities and appears to be plowed on a routine basis.

Plant Communities and Wildlife Habitats

Biological communities are assemblages of plant species that commonly occur together in the same area. Wildlife habitats generally correspond to plant communities. The biological communities described in this section generally follow the classification systems provided in the California Department of Fish and Game's (DFG) *A Guide to Wildlife Habitats of California* (Mayer and Laudenslayer, 1988). Disturbed/ruderal is the only habitat present within the project site.

Disturbed / Ruderal

Disturbed/ruderal habitats are subjected to ongoing or past disturbances (e.g., vehicle activities, mowing). Disturbed/ruderal habitat within the project site supports a diverse weedy flora, primarily composed of non-native invasive species. Vegetation observed during the January 2012 site visit includes weedy grasses such as wild oats (*Avena* sp.), ryegrass (*Lolium multiflorum*), blessed milkthistle (*Silybum marianum*), yellow starthistle (*Centaurea solstitialis*), and red brome (*Bromus madritensis* ssp. *rubens*). The site was not occupied by wetlands, ditches, or other watercourses.

Regulatory Setting

Federal

U.S. Fish and Wildlife Service

The U.S. Fish and Wildlife Service (USFWS) administers the Federal Endangered Species Act (FESA) (16 United States Code [USC] 153 et seq.), the Migratory Bird Treaty Act (16 USC 703–711), and the Bald Eagle Protection Act (16 USC 668), among other programs discussed below.

Federal Endangered Species Act – Under the Federal Endangered Species Act (FESA) the Secretary of the Interior and the Secretary of Commerce have joint authority to list a species as threatened or endangered (16 USC 1533[c]). Two federal agencies oversee FESA: the USFWS has jurisdiction over plants, wildlife, and resident fish, and the National Marine Fisheries Service (NMFS) has jurisdiction over anadromous and marine fish as well as mammals. Section 7 of FESA mandates that all federal agencies consult with the USFWS and NMFS to ensure that federal agency actions do not jeopardize the continued existence of a listed species or destroy or adversely modify critical habitat for listed species. FESA prohibits the “take”¹ of any fish or wildlife species listed as threatened or endangered, including the destruction of habitat that could hinder species recovery.

Section 10 of FESA requires the issuance of an incidental take permit before any public or private action may be taken that could harm, harass, injure, kill, capture, collect, or otherwise hurt any

¹ “Take” is defined as harassing, harming, pursuing, hunting, shooting, wounding, killing, trapping, capturing, collecting, or attempting to engage in any such conduct.

individual of an endangered or threatened species. The permit requires preparation and implementation of a habitat conservation plan that provides specific measures to offset project impacts on endangered or threatened species.

The USFWS also publishes a list of candidate species. Species on this list receive “special attention” from federal agencies during environmental review, although they are not protected otherwise under the FESA. The candidate species are those for which the USFWS has sufficient biological information to support a proposal to list as endangered or threatened. Project impacts on such species would be considered significant in this Initial Study. Species of Concern is an informal term, not defined in the federal Endangered Species Act. The Sacramento Office of the United States Fish and Wildlife Service no longer maintains a Federal Species of Concern list.

Pursuant to the requirements of FESA, an agency reviewing a proposed project within its jurisdiction must determine whether any federally listed threatened or endangered species could be present in the project area and whether the project action would have a potentially significant impact on such species. In addition, the agency is required to determine whether the project action is likely to jeopardize the continued existence of any species proposed to be listed under FESA or result in the destruction or adverse modification of critical habitat proposed to be designated for such species (16 USC 1536[3], [4]).

Similarly, the permitting responsibilities of the USACE include consultation with the USFWS and NMFS when federally listed species (i.e., listed under the FESA) are at risk. At both the state and federal levels, the process requires that a Biological Assessment be prepared to determine the effects on listed species. Under both USFWS and California Department of Fish and Game (CDFG) policy, species of concern are not subject to the same consultation requirements as listed endangered, rare, or threatened species, but the agencies encourage informal consultation for species of concern that may become officially listed before completion of the CEQA process.

Migratory Bird Treaty Act – The Migratory Bird Treaty Act (16 USC 703, Supp. I, 1989) prohibits the killing, possessing, or trading of migratory birds, bird parts, eggs, and nests, except in accordance with regulations prescribed by the Secretary of the Interior.

State

California Department of Fish and Game

CDFG administers a number of laws and programs, discussed below, designed to protect fish and wildlife resources.

California Endangered Species Act – The California Endangered Species Act of 1984 (CESA) – Fish and Game Code Section 2050 et seq – regulates the listing and “take” of endangered and threatened species. A “take” of such a species may be permitted by CDFG through issuance of permits pursuant to Fish and Game Code section 2081, except for designed “fully protected” species (see subsection below).

Fully Protected Species – Prior to enactment of CESA, the designation of “Fully Protected” was used by CDFG to identify species that had been given special protection by the California Legislature

by a series of statutes in the California Fish and Game Code. (See §§ 3503.5, 3505, 3511, 3513, 4700, 4800, 5050, 5515). Many fully protected species have also been listed as threatened or endangered species under the more recent endangered species laws and regulations; however, the original statutes have not been repealed, and the legal protection they give the species identified within them remains in place. Fully Protected species may not be taken or possessed at any time; and no licenses or permits may be issued for their take except for collecting these species for necessary scientific research and relocation of the bird species for the protection of livestock. Because endangered or threatened species can be “taken” for development purposes with the issuance of a permit by CDFG, “fully protected species” actually enjoy a greater level of legal protection than “listed” species.

Protection of Nesting Birds – Section 3503.5 of the California Fish and Game Code states that it is “unlawful to take, possess, or destroy the nests or eggs of any such bird of prey (i.e., species in the orders Falconiformes and Strigiformes) except otherwise provided by this code or any other regulation adopted hereto.” Active nests of all other birds (except English sparrow (*Passer domesticus*) and European starling (*Sturnus vulgaris*)) are similarly protected under Section 3503 of the California Fish and Game Code, as well as birds designated in the International Migratory Bird Treaty Action under Section 3513 of the California Fish and Game Code. Disturbance that causes nest abandonment and/or loss of reproductive failure is considered a take by the CDFG. This statute does not provide for the issuance of an incidental take permit.

Species of Special Concern – CDFG also designates California Species of Special Concern (CSC) which are species of limited distribution, declining populations, diminishing habitat, or unusual scientific, recreational, or educational value. These species do not have the same legal protection as listed species or fully protected species but may be added to official lists in the future. The SSC list is intended by CDFG as a management tool for consideration in future land use decisions. Under CDFG policy, CSC are not subject to the same consultation requirements as listed endangered, rare, or threatened species, but the agency encourages informal consultation for Species of Special Concern that may become officially listed before completion of the CEQA process.

CEQA Guidelines Section 15380

Although threatened and endangered species are protected by specific federal and state statutes, CEQA Guidelines section 15380(b) provides that a species not listed on the federal or state list of protected species may be considered rare or endangered if the species can be shown to meet certain specified criteria. These criteria have been modeled after the definition in the FESA and the section of the California Fish and Game Code dealing with rare or endangered plants or animals. This section was included in the guidelines primarily to deal with situations in which a public agency is reviewing a project that may have a significant effect on, for example, a “candidate species” that has not yet been listed by either the USFWS or CDFG. Thus, CEQA provides an agency with the ability to protect a species from a project’s potential impacts until the respective government agencies have an opportunity to designate the species as protected, if warranted. Examples of species that may be considered under CEQA Section 15380 include some vascular plants.

Local

City of Woodland General Plan

The 2002 City of Woodland General Plan (City of Woodland, 2002) includes conservation and enhancement goals and policies that strive to balance the need for growth with the need for protection of Woodland's environmental resources, which contribute to the city's economy and are important elements of the quality of life of Woodland's residents. These resources include water resources, fish and wildlife habitat, vegetation, open space, and air quality. The following conservation policies taken from the General Plan are designed to protect, restore, and enhance habitats that support fish and wildlife and plant species so as to maintain populations at viable levels. The following goals and policies are relevant to the proposed project:

Goal 7.B: To protect, restore, and enhance habitats that support fish and wildlife species so as to maintain populations at viable levels.

Policy 7.B.1: The City shall participate in the countywide Habitat Conservation Plan/Natural Community Conservation Plan and A Joint Powers Agency to mitigate the impacts of growth projected under the General Plan on wildlife habitats in the Woodland Area.

Policy 7.B.2: Until the countywide Habitat Conservation Plan/Natural Community Conservation Plan is adopted, prior to approval of discretionary development permits involving parcels within a significant ecological resource area, the City shall require, as part of the environmental review process, a biotic resources evaluation of the site by a wildlife biologist. The evaluation shall be based upon field reconnaissance performed at the appropriate time of year to determine the presence or absence of federally- or state-listed rare, threatened, or endangered species of plants or animals. Such evaluation will consider the potential for significant impact on these resources, and will identify feasible measures to mitigate such impacts or indicate why mitigation is not feasible. In approving any such discretionary development permit, the City shall determine the feasibility of the identified mitigation measures.

Significant ecological resource areas shall, at a minimum, include the following:

- a. Any habitat for federally- or state-listed rare, threatened or endangered animals or plants.
- b. Large areas of non-fragmented natural habitat.
- c. Identifiable wildlife movement zones, including but not limited to, non-fragmented stream environment zones, avian and mammalian migratory routes, and known concentration areas of waterfowl within the Pacific Flyway.

Yolo County Joint Powers Agency

The Yolo County NCCP/HCP Joint Powers Agency (JPA) was formed in August 2002 to serve two purposes. The first was for the purpose of acquiring Swainson's hawk habitat conservation easements. The second purpose was to serve as the lead agency for the preparation of a county-wide Natural Communities Conservation Plan/Habitat Conservation Plan (NCCP/HCP), which is

now known as the Yolo Natural Heritage Program. The JPA also manages the Swainson's Hawk Interim Mitigation Fee Program. This program utilizes mitigation fees to acquire conservation easements to protect Swainson's hawk habitat (Yolo County, 2012).

The Yolo County NCCP/HCP is currently undergoing development and review by participating parties, including CDFG, USFW, and Yolo County. The finalized Plan will describe biological conservation and other measures that local agencies will perform, and will include a series of studies and surveys outlined by the Report of Independent Science Advisors. This report stipulates that the NCCP/HCP should include, for Yolo County, the biological goals, geographic area, plan duration, species to be addressed, and actions to be permitted. Biological goals will include specific goals that address: (1) sustaining and restoring species and habitats that are necessary to maintain continued viability of biological communities impacted by human changes to the landscape, and (2) conserving, restoring, protecting, and enhancing natural communities.

Special-Status Species

Definitions of Special-Status Species

Special-status species are those plants and animals that, because of their recognized rarity or vulnerability to various causes of habitat loss or population decline, are recognized by federal, state, or other agencies. Some of these species receive specific protection that is defined by federal or state endangered species legislation. Others have been designated as "sensitive" on the basis of adopted policies and expertise of state resource agencies or organizations with acknowledged expertise, or policies adopted by local governmental agencies such as counties, cities, and special districts to meet local conservation objectives. These species are referred to collectively as "special status species" in this study following a convention that has developed in practice but has no official sanction. For the purposes of this assessment, the term "special-status" includes the following:

- Federally listed or proposed under the Federal Endangered Species Act (50 Code of Federal Regulations [CFR] 17.11-17.12). They are the only species that are specifically regulated by the U.S. Fish and Wildlife Service on tribal lands.
- Candidates for listing under the Federal Endangered Species Act (61 FR 7596-7613)
- State listed or proposed under the California Endangered Species Act (14 California Code of Regulations [CCR] 670.5)
- Species listed by the by CDFG as a species of special concern
- Fully protected animals, as defined by the State of California (CDFG Code Section 3511, 4700, and 5050)
- Species that meet the definition of threatened, endangered, or rare under the California Environmental Quality Act (CEQA) (CEQA Guidelines Section 15380)
- Plants listed as rare or endangered under the California Native Plant Protection Act (CDFG Code Section 1900 et seq.)

Potentially Affected Listed and Proposed Species

A list of special-status plant and animal species that have the potential to occur within the vicinity of the study area was compiled based on data in the California Natural Diversity Database (CNDDB) (CDFG, 2012), CNPS Inventory of Rare and Endangered Plants (CNPS, 2012), and the USFWS

List of Federal Endangered and Threatened Species that may be Affected by Projects in the Woodland Quad (USFWS, 2012). Conclusions regarding habitat suitability and species occurrence are based on a reconnaissance-level area assessment conducted by an ESA biologist, as well as existing literature and databases described previously.

Appendix B lists special-status plants and animals with the potential to occur within the project site. The “Potential for Occurrence” category is defined as follows:

- Unlikely: The project site and/or immediate area do not support suitable habitat for a particular species. Project site is outside of the species known range.
- Low Potential: Project site and/or immediate area only provide limited habitat for a particular species. In addition, the known range for a particular species may be outside of the immediate project area.
- Medium Potential: The project site and/or immediate area provide suitable habitat for a particular species, and habitat for the species may be impacted.
- High Potential: The project site and/or immediate area provide ideal habitat conditions for a particular species and/or known populations occur in immediate area and within the potential area of impact.

Discussion

- a) The following sub-sections provide a discussion of potential effects to special-status plant and animal species that may result from implementation of the project.

Special-Status Plants

The project site does not provide habitat for any special-status plant species. No special-status plant species are likely to occur within the site itself due to the high degree of disturbance. The site is mostly barren, with ruderal vegetation dominating those areas supporting plants. Therefore, implementation of the project will have **no impact** on special-status plants.

Special-Status Wildlife

Potential foraging habitat for Swainson’s hawk and other raptors occurs on the project site. Although there are no trees on the site, there is a suitable raptor-sized nest approximately 300 feet south of the site. There is also a CNDDDB Swainson’s hawk record in the vicinity of that nest (CDFG, 2012). Considering the close proximity of the nest to the site and the site conditions, the site constitutes foraging habitat for Swainson’s hawk and other raptors. Project construction may impact these species during the breeding season. This is a potentially significant effect. **Mitigation Measure BIO-1** would reduce potential impacts on raptors to a **less-than-significant** level.

- b) There is no riparian habitat or other sensitive natural community located within or adjacent to the Project site. Therefore, there is **no impact** on riparian habitat or other sensitive natural communities.

- c) There are no wetlands or waters of the U.S. within or adjacent to the Project site. Therefore, there is **no impact** on federally protected wetlands.
- d) The proposed project would not *substantially* interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. The project site is not located within an established native resident or migratory wildlife corridor or wildlife nursery site. Therefore, there is **no impact** to migratory wildlife corridors or nursery sites.
- e) Although the Yolo County NCCP/HCP has not yet been finalized, the Yolo County JPA requires that projects which may impact Swainson's hawk foraging habitat implement = mitigation approved by the JPA. This is a potentially significant effect. **Mitigation Measure BIO-2** would reduce potential impacts on Swainson's hawk foraging habitat to a **less-than-significant** level.

Implementation of Mitigation Measure BIO-2 would also override the requirement for a biotic resources evaluation of the site as specified in Policy 7.B.2 in the Woodland General Plan. As there is no question that the project site is occupied by SWHA foraging habitat and MM BIO-2 will ensure the loss of that habitat is mitigated for, further assessment would not be warranted.
- f) The General Plan conservation and enhancement goals are consistent with the draft NCCP/HCP and will be carried out through implementation of MM BIO-1 and -2. As the NCCP/HCP is still under development and has not yet been finalized or adopted, the proposed project would not conflict with conservation or other policies outlined therein. Furthermore, the project would not conflict with other conservation-based policies contained in adopted local plans. Therefore, no conflict would occur and there would be **no impact**.

Mitigation Measures

Mitigation Measure BIO-1: Potential Swainson's hawk or other raptor nests shall be protected as follows:

1. If construction-related activities are to occur during the nesting bird season (February 15 through August 31), a qualified biologist shall conduct a preconstruction survey of all potential nesting habitats within 30 days prior to the start of activities (grubbing, dirt-moving, mobilization, or other construction-related activities) and within 500 feet of construction activities. If ground-disturbing activities are delayed or suspended for more than 30 days after the pre-construction survey, the site shall be resurveyed. The results of these surveys shall be documented in a technical memorandum that shall be submitted to the California Department of Fish and Game (DFG) (if nesting birds are documented) and the City of Woodland. A qualified biologist is one that has been approved by DFG as having the appropriate education background and experience to conduct nesting bird surveys.
2. If an active nest is found during the preconstruction survey, a no-work buffer of 500 feet will be established unless otherwise approved by the DFG. The qualified biologist will coordinate with DFG to determine the appropriate nest avoidance, monitoring, and

protective measures appropriate for the species and site conditions. In addition to establishment of a no-work buffer, these measures may include daily or spot-check monitoring of the nesting activity as deemed appropriate by DFG.

3. If the preconstruction survey indicates that nests are inactive or potential habitat is unoccupied during the construction period, no further mitigation is required. Trees and shrubs that have been determined to be unoccupied by birds or that are located more than 500 feet from active nests may be removed (500 feet is the distance regularly recommended by DFG to prevent impacts to active avian nests).

Mitigation Measure BIO-2: Permanent loss of Swainson's hawk foraging habitat (25 acres) shall be compensated for by paying mitigation fees in one of the following three ways:

1. Pay the In Lieu Fee (currently \$8,660 per acre) with the JPA.
2. Participation in one of the JPA advanced mitigation sites; or
3. Participation in a mitigation bank located within Yolo County that has Swainson's hawk foraging habitat credits available.

Fees shall be paid prior to issuance of a grading or building permit for any phase of the project. Both the acreage and fee are subject to confirmation and approval by the Yolo County HCP/NCCP JPA, DFG, and the City of Woodland.

(Note: Coordination of mitigation fees and paperwork should be coordinated through Paul L. Hanson, AICP, Senior Planner with the City of Woodland.)

References

- California Department of Fish and Game (CDFG). 2012. California Natural Diversity Database (CNDDB) Rarefind 4 computer program. California Department of Fish and Game, Biogeographic Data Branch. Sacramento, CA. Accessed online January 12, 2012.
- California Native Plant Society (CNPS). 2012. Inventory of Rare and Endangered Plants (online edition, v8-01a). California Native Plant Society, Sacramento, California. Accessed online January 12, 2012: <http://www.cnps.org/inventory>.
- City of Woodland. 2002. City of Woodland General Plan Policy Document. Woodland, CA.
- Miles, S.R. and C.B. Goudey. 1997. *Ecological Subregions of California: Section and Subsection Descriptions*. USDA Forest Service, Pacific Southwest Region Publication R5-EM-TP-005. San Francisco, CA.
- U.S. Fish and Wildlife Service (USFWS). 2012. Federal Endangered and Threatened Species that Occur in or may be Affected by Projects in the Ukiah, California 7.5-Minute Topographic Quadrangle. Accessed online January 12, 2012.
- Yolo County. 2012. Yolo County Natural Heritage Program. Access online February 15, 2012: <http://www.yoloconservationplan.org/index.html>
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Cultural Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
5. CULTURAL RESOURCES — Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

Discussion

- a) CEQA Guidelines Section 15064.5 requires the lead agency (AOC) to consider the effects of a project on historical resources. A historical resource is defined as any building, structure, site, or object listed in or determined to be eligible for listing in the California Register of Historical Resources (CRHR), or determined by the lead agency (City) to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, or cultural annals of California. The project site is undeveloped; there are no buildings or structures on the site. Therefore, the proposed project would have **no impact** on historical resources under CEQA.
- b) CEQA requires the lead agency to consider the effects of a project on archaeological resources and to determine whether any identified archaeological resource is a historical resource. CEQA Guidelines Section 15064.5 also requires consideration of potential project impacts on “unique” archaeological resources that do not qualify as historical resources. Public Resources Code (PRC) Section 21083.2 defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets one or more of the following criteria. The resource:
1. contains information needed to answer important scientific research questions, and there is a demonstrable public interest in that information;
 2. has a special and particular quality, such as being the oldest of its type or the best available example of its type; and/or
 3. is directly associated with a scientifically recognized important prehistoric or historic event or person.

PRC Section 15064.5(c) (4) provides that, if an archaeological resource is neither a unique archaeological resource nor a historical resource, the effects of a project on the resource are not considered significant.

Archival review completed at the Northwest Information Center (NWIC) of the California Historic Resources Information System determined that three previous cultural resources investigations occurred within ½ mile of study area. One study was along East Main Street, and adjacent to the northern boundary of the project area. While there are no previously recorded cultural resources in the study area, the nearest historic-period resource is an unrecorded segment of the Yolo Shortline/Sacramento Northern Railroad (P-57-000205) is across East Main Street from the project area, approximately 100 feet to the north. The nearest recorded archaeological resources are more than five miles away to the north-northeast.

ESA archaeologist, Brian S. Marks, Ph.D., performed a cultural resources survey of the APE on January 20, 2012. Dr. Marks did not observe any cultural material more than 50 years old. While no evidence exists to indicate the presence of archaeological resources within the project area, the project area is located in an area that may have been attractive to prehistoric inhabitants. The accidental discovery of archaeological materials during ground-disturbing activities cannot be entirely discounted. In the unlikely event that archaeological materials are unearthed, with implementation **Mitigation Measure CUL-1**, project impacts to archaeological resources would be **less-than-significant**.

- c) Paleontology is a multidisciplinary science that combines elements of geology, biology, chemistry, and physics in an effort to understand the history of life on earth. Paleontological resources, or fossils, are the remains, imprints, or traces of once-living organisms preserved in rocks and sediments. The fossil yielding potential of a particular area is highly dependent on the geologic age and origin of the underlying rocks. In general, older sedimentary rocks (more than 10,000 years old) are considered most likely to yield vertebrate fossils of scientific interest.

The project site is located in Holocene-age (10,000 years Before Present [BP] to Present Day) fan alluvial deposits. No known paleontological resources or unique geologic features exist within the project area. Therefore, the proposed project is not likely to destroy, either directly or indirectly, a unique paleontological resource or site, or geological feature. Due to the nature of the proposed project, any proposed earth moving or excavation will occur in previous backfills or foundation soils. The project area therefore has a very low potential for the unanticipated discovery of fossils. Therefore, the proposed project would result in a **less-than-significant** impact on paleontological resources or unique geologic features.

- d) Results of the archival review discussed above indicate that the project area has a low potential to contain buried cultural materials including human remains. However, the possibility of uncovering human remains cannot be entirely discounted. In the unlikely event that human remains are uncovered during ground-disturbing activity, with implementation **Mitigation Measure CUL-2**, project impacts to human remains would be **less than significant**.

Mitigation Measures

Mitigation Measure CUL-1: If cultural resources are encountered, all activity in the vicinity of the find shall cease until it can be evaluated by a qualified archaeologist and a Native American representative. Prehistoric archaeological materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or tool making debris; culturally darkened soil (“midden”) containing heat-affected rocks, artifacts, or shellfish remains; and stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone, concrete, or adobe footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic refuse. If the archaeologist and Native American representative determine that the resources may be significant, they will notify the City of Woodland. An appropriate treatment plan for the resources should be developed. The archaeologist shall consult with Native American representatives in determining appropriate treatment for prehistoric or Native American cultural resources.

In considering any suggested mitigation proposed by the archaeologist and Native American representative, the City will determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is infeasible, other appropriate measures (e.g., data recovery) will be instituted. Work may proceed in other parts of the project area while mitigation for cultural resources is being carried out.

Mitigation Measure CUL-2: If human remains are encountered unexpectedly during construction excavation and grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the NAHC. The NAHC will then identify the person(s) thought to be the Most Likely Descendent, who will help determine what course of action should be taken in dealing with the remains.

References

ESA, 2012. Panattoni Mixed-Use Project, Woodland, Yolo County, California: Phase I Cultural Resources Study. Prepared for the City of Woodland, February 2012.

Geology, Soils, and Seismicity

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
6. GEOLOGY, SOILS, AND SEISMICITY — Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

Discussion

- a) The proposed project area is relatively flat and is located in an area of low surface disturbance. According to the Department of Conservation, Division of Mines and Geology Special Publication 42, the proposed project site is not located within a delineated Alquist-Priolo Earthquake Fault Zone.

The seismic hazard most likely to impact the project site is ground shaking due to a large earthquake on one of the major active regional faults. Liquefaction is a process whereby water is unconsolidated sand and other granular materials is subjected to pressure usually caused by ground motion. Since fluids are not compressible and granular materials are, especially when shaken, the water seeks release. As water moves out of materials such as sand it causes the granular material to flow and lose strength. Such materials, in effect, behave as quicksand. The ground literally flows out from under the building. Earthquake shaking is a major cause of liquefaction and has resulted in severe damage areas of

- California. As noted above, the project site's topography is relatively flat and is not located within a delineated Alquist-Priolo Earthquake Fault Zone. Additionally, the probability of soil liquefaction actually taking place on the project site is considered to be a low to moderate hazard. Additionally, the project would comply with City of Woodland building regulations and the International Building Code; therefore, this impact is considered **less than significant**.
- b) The proposed land use would include structures and landscaping that would minimize bare soil subject to erosion. Compliance with all applicable best management practices related to soil erosion outlined in the City of Woodland Code would minimize construction impacts relating to top soil erosion. This is a **less-than-significant** impact.
 - c) As discussed above, the proposed project site's topography is relatively flat and is not located within a delineated Alquist-Priolo Earthquake Fault Zone. Additionally, the probability of soil liquefaction actually taking place on the project site is considered to be a low to moderate hazard. With adherence to all applicable codes and regulations, including the International Building Code, geologic hazard impacts associated with on-or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse would be minimized. The impact is considered to be **less than significant**.
 - d) Expansive soils are those possessing clay particles that react to moisture changes by shrinking (when dry) or swelling (when wet). Expansive soils can also consist of silty to sandy clay. The extent of shrinking and swelling is influenced by the environment, including the extent of wet and dry cycles, and by the amount of clay in the soil. This physical change in the soils can react unfavorably with building foundations, concrete walkways, swimming pools, roadways, and masonry walls. In most developed areas, the existing layer of clay has been blended into more granular soils as a part of general site excavation, which helps to reduce the soil's expansiveness.

According to the NRCS Soil Survey, a majority of the project site is Sycamore silty clay loam, drained (St). The Sycamore series consists of somewhat poorly drained silty clay loams on alluvial fans. Surface runoff is very slow and permeability is moderately slow. This soil has a moderate shrink-swell potential, which is indicative of expansive soil conditions. A portion of the project site consists of Pescadero silty clay, saline-alkali (Pb). The Pescadero series consists of poorly drained silty clays in basins. Surface runoff is very slow and the soil is slowly permeable. This soil has a high shrink-swell potential, which is clearly indicative of expansive soil conditions. A small percentage of the project is Yolo silt loam (Ya). The Yolo series consists of well-drained silt loams and silty clay loams on alluvial fans. Surface runoff is very slow and the soil is moderately permeable. This soil also has a moderate shrink-swell potential.

Although expansive soil conditions are present on the project site, compliance with all City building standards and practices, as well as application of the existing regulations identified in the International Building Code would minimize the risk associated with

development of the proposed project, therefore this impact is considered **less than significant**.

- e) The proposed project will connect to existing sewer systems; septic tanks will not be used as part of the proposed project, therefore there is **no impact**.

References

California Department of Conservation, 2007. Division of Mines and Geology, Fault-Rupture Hazard Zones in California, Special Publication 42 Interim Revision 2007.

Soil Survey Staff, Natural Resources Conservation Service, United States Department of Agriculture. Web Soil Survey. Available online at <http://websoilsurvey.nrcs.usda.gov/> accessed January 20, 2012.

Greenhouse Gas Emissions

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
7. GREENHOUSE GAS EMISSIONS — Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☒	☐	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☒	☐	☐

Introduction

A report on the impacts of the project on global climate change was prepared for the project (See attached report by KD Anderson & Associates, Inc., 2012, included as Appendix C of this initial study).

Gases that trap heat in the atmosphere are referred to as greenhouse gases (GHGs) because they capture heat radiated from the sun as it is reflected back into the atmosphere, similar to a greenhouse. The accumulation of GHGs has been implicated as a driving force for Global Climate Change. Definitions of climate change vary between and across regulatory authorities and the scientific community, but in general can be described as the changing of the earth's climate caused by natural fluctuations and the impact of human activities that alter the composition of the global atmosphere. Both natural processes and human activities emit GHGs. Global Climate Change is a change in the average weather on earth that can be measured by wind patterns, storms, precipitation, and temperature. Although there is disagreement as to the speed of global warming and the extent of the impacts attributable to human activities, the vast majority of the scientific community now agrees that there is a direct link between increased emission of GHGs and long term global temperature. Potential global warming impacts in California may include, but are not limited to, loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years. Secondary effects are likely to include a global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity. GHG impacts are considered to be exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective (CAPCOA, 2008).

Methodology

The project-related change in GHG emissions was calculated using the CalEEMod emissions model. CalEEMod is a land use emissions computer model designed to provide a platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and GHG emissions associated with both construction and operation of a variety of land use projects. The model quantifies direct emissions from construction and operation (including vehicle use), as well as indirect emissions, such as GHG emissions from energy use,

solid waste disposal, vegetation planting and/or removal, and water use. More detailed information on the CalEEMod model is available at the internet website <http://caleemod.com/>.

Construction Emissions

The CalEEMod model was used to estimate short-term construction related emissions using information presented in the *Project Description* section of the K.D. Anderson report. Because project-related construction activity would occur during two separate phases, the impacts of each phase are addressed separately.

Operational Emissions

The CalEEMod model was also used to estimate long-term operational emissions associated with motor vehicles travelling to and from the project site, and emissions associated with operation of on-site facilities. The motor vehicle emissions estimate used trip generation estimate from the project traffic study, *Traffic Signal and Multiway Stop Sign Warrant Analyses, East Main Street at Freeway Drive and East Main Street at Quality Circle, Woodland*. Emissions associated with operation of on-site facilities used information presented in the *Project Description* section of the report. The proposed project would be implemented in two phases. The operational air quality impacts of the project would be greatest during the first year of operation of the full project (i.e., Phase 1 plus Phase 2). Therefore, this report describes the operational impact of the project during the first year of operation of the full project. Output files from the CalEEMod model for the analysis of both construction-related emissions and operational emissions are enclosed.

Thresholds of Significance

For this report, the provisions of Assembly Bill (AB) 32 are used to determine whether the project would conflict with “an applicable plan, policy, or regulation.” The ARB internet website (<http://www.arb.ca.gov/cc/ab32/ab32.htm>) provides a description of AB 32. AB 32 requires the California Air Resources Board (CARB) to prepare and adopt the Scoping Plan. The ARB internet website (<http://www.arb.ca.gov/cc/scopingplan/scopingplan.htm>) also provides a description of the Scoping Plan.

To assist land use agencies in addressing GHG emissions in CEQA documents, the San Joaquin Valley Air Pollution Control District (SJVAPCD) prepared the document *Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Project under CEQA*. This document is available on the SJVAPCD website (<http://www.valleyair.org/programs/CCAP/12-17-09/3%20CCAP%20-%20FINAL%20LU%20Guidance%20-%20Dec%2017%202009.pdf>).

The SJVAPCD document states,

“To be determined to have a less than significant individual and cumulative impact on global climate changes, such projects must be determined to have reduced or mitigated GHG emissions by 29%, consistent with GHG emission reduction targets established in ARB’s AB 32 Scoping Plan.”

In this report, projects that include mitigation measures, which reduce project-related GHG emissions by 29 percent or more, are considered to be consistent with the AB 32 Scoping Plan and, therefore, have a less-than-significant impact on global climate change.

For construction, projects which would generate 900 MT/yr or less of CO₂e emissions are considered to have a less-than-significant impact. For construction, the lead agency believes a single quantitative threshold is more useful than a percentage reduction, as the emissions occur in a specific period of time and not over the life of the project. 900 MT/yr is used as it is considered to be a *de minimis* level which would capture approximately 90% of all GHG emissions (CAPCOA, 2008).

Discussion

- a, b) The following describes construction-related and operational impacts of the Woodland Panattoni Development Project on global climate change.

Construction-Related Impacts

The following is a description of construction-related impacts of the Woodland Panattoni Development Project. Because project-related construction activity would occur during two separate phases, the impacts of each phase are addressed separately.

Phase 1: The CalEEMod model was used to estimate the annual CO₂e emissions associated with construction of Phase 1 of the Panattoni Project. As shown in the enclosed CalEEMod model output report, construction of Phase 1 of the project would be expected to generate 608.90 MT/yr of CO₂e emissions. This amount is less than the 900 MT/yr *de minimis* threshold value described in the Significance Thresholds section above. Therefore, the construction-related impacts of Phase 1 on global climate change is considered **less-than significant**.

No mitigation measures are required.

Phase 2: The CalEEMod model was used to estimate the annual CO₂e emissions associated with construction of Phase 2 of the Panattoni Project. As shown in the enclosed CalEEMod model output report, construction of Phase 2 of the project would be expected to generate 654.43 MT/yr of CO₂e emissions. This amount is less than the 900 MT/yr *de minimis* threshold value described in the Significance Thresholds section above. Therefore, the construction-related impacts of Phase 2 on global climate change is considered **less than significant**.

No mitigation measures are required.

Operational Impacts

The CalEEMod model was used to estimate the annual CO₂e emissions associated with operation of build-out of the Panattoni Project. As shown in the enclosed CalEEMod model output report, operation of the project without mitigation measures would be expected to generate 6,517.78 MT/yr of CO₂e emissions. This amount is more than the

900 MT/yr *de minimis* threshold value described in the *Significance Thresholds* section above. Therefore, the unmitigated operational impacts of the project on global climate change is considered potentially significant.

Mitigation Measures

Mitigation Measure GHG-1: Land Use Mitigation. Replace 8,500 square feet of Fast Food Restaurant with Drive-Through Window land use with High-Turnover (Sit-Down) Restaurant land use, limiting the amount of Fast Food Restaurant with Drive-Through Window land use to 2,500 square feet. This mitigation measure would reduce GHG emissions by 1,543.51 MT/yr, which is 23.68 percent of total unmitigated emissions. [Note: the project site plan shown in Figure 3 of this initial study shows the reduction in drive-through restaurant. The site plan included in the K.D. Anderson shows the original, “unmitigated” land use proposal.]

Mitigation Measure GHG-2: On-site Energy Mitigation. The following measures would reduce GHG emissions by at least 262.91 MT/yr, which is 4.03 percent of total unmitigated emissions:

- Provide 5,000 SF of rooftop solar energy panels. This would achieve annual energy savings of approximately 87,052,500 kWh annually (assuming 90% efficiency of conversion from DC to AC power and 10.6 watts per square foot). Rooftop solar can be mounted on Phase 1 or Phase 2 structures.

Mitigation Measure GHG-3: Energy Consumption Mitigation. The following measures would reduce GHG emissions by 154.19 MT/yr, which is 2.37 percent of total unmitigated emissions:

- Design buildings to exceed of Title 24 requirements by 25 percent
- Design buildings to achieve 25 percent lighting energy reduction due to high efficiency lighting

Mitigation Measure GHG-4: Water Consumption Mitigation. The following measures would reduce GHG emissions by 14.91 MT/yr, which is 0.23 percent of total unmitigated emissions:

- install low-flow bathroom faucets (32 percent reduction in flow)
- install low-flow kitchen faucets (18 percent reduction in flow)
- install low-flow toilets (20 percent reduction in flow)
- install low-flow showers (20 percent reduction in flow)
- install water efficient irrigation systems (6.1 percent reduction in flow)

Mitigation Measure GHG-5: Solid Waste Mitigation. Implement programs to achieve a 20 percent reduction in solid waste due to recycling (e.g., office and auto sales) and composting (fast food and restaurant) services. This measure would reduce GHG emissions by 106.07 MT/yr, which is 1.63 percent of total unmitigated emissions.

Significance After Mitigation: As shown in the CalEEMod model output report, implementation of the mitigation measures listed above would reduce GHG emissions from an unmitigated total of 6,517.78 MT/yr to a mitigated total of 4,436.20 MT/yr. The sum of the GHG emissions reductions due to the mitigation measures listed above would be 2,081.60 MT/yr (difference between this value and sum of the components listed above is due to rounding). The reduction of 2,081.60 MT/yr of GHG emissions would be a reduction of 31.94 percent. This percent reduction is greater than the 29 percent reduction described in the Significance Thresholds section of this report. Therefore, with implementation of the mitigation measures listed above, this impact is **considered less than significant**.

References

California Air Pollution Control Officers Association (CAPCOA), CEQA and Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act, 2008.

KD Anderson and Associates, Inc., 2012. Report on the Impacts of the Woodland Panattoni Development Project on Global Climate Change; March 27, 2012.

Hazards and Hazardous Materials

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
8. HAZARDS AND HAZARDOUS MATERIALS — Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☒	☐	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

Discussion

- a) Construction and operation of the proposed project would potentially require the use of various types and quantities of hazardous materials (i.e. gasoline, solvents, oils, etc.). Furthermore, construction of the project could result in the exposure of workers or residents to hazardous wastes or materials, posing potential threats to their health, including the excavation of a previously unknown contaminated site. Implementation of **Mitigation Measures HAZ-1 and HAZ-2** would reduce potential impacts to less than significant levels, therefore this impact is considered **less than significant**.
- b) During construction of the proposed project, it is anticipated that limited quantities of miscellaneous hazardous substances, such as gasoline, diesel fuel, hydraulic fluid, solvents, oils, etc. would be brought onto the site. In addition, proposed project operations may

- include the limited use of fuels and other hazardous materials such as those typically associated with equipment use and servicing. Although, these materials would be stored, handled, and transported per federal, state, and local regulatory requirements, as with any liquid or solid, during handling and transfer from one container to another, the potential for an accidental release exists. Depending on the relative hazard of the material, if a spill were to occur of significant quantity, the accidental release could pose both a hazard to workers and residents, as well as the environment. Implementation of Mitigation Measure HAZ-2 would reduce potential impacts to less than significant levels, therefore this impact is considered **less than significant**.
- c) There are no existing or proposed schools within one-quarter mile of the project site. Furthermore, any hazardous materials used during demolition or construction would be stored, handled, and transported per federal, state and local regulatory requirements. Furthermore, implementation of Mitigation Measures HAZ-1 and HAZ-2, would reduce potential impacts to less than significant levels; therefore, this impact is considered **less than significant**.
- d) A Phase I Environmental Site Assessment (Phase I) was prepared for the first phase of the proposed project in order to identify any recognized environmental conditions (REC) on the project site. The Phase I revealed no RECs or other evidence of environmental impairment of the first phase of the proposed project (Raney Geotechnical Inc., 2012). A Department of Toxic Substances Control (DTSC) Envirostor database records search was conducted for the entire project site (Phase 1 and Phase 2). The database search concluded that the proposed project site and adjacent sites were not identified as being contaminated or as being a clean-up site, and, thus, did not identify any of the environmental conditions that may result in a significant hazard to the public. There are no identified hazardous environmental conditions on the project site. However, as Phase 2 of the project has not been the subject of a Phase 1 Environmental Site Assessment, the preparation of such an assessment is required prior to the construction of Phase 2. With implementation of **Mitigation Measure HAZ-3**, this impact would be **less than significant**.
- e) The Sacramento International Airport is located at 6900 Airport Blvd., approximately six miles east of the project site. The project site is not located within the airport's comprehensive land use plan map, nor is it within two miles of a public use airport (SACOG, 2003). The proposed project would not result in a safety hazard for people residing or working in the project area; therefore, this impact is considered **less than significant**.
- f) The proposed project site is not located within the vicinity of a private airstrip; therefore, there is **no impact**.
- g) The proposed project will not interfere with an emergency response plan or emergency evacuation plan. Prior to approval, the applicant will be required to demonstrate compliance with all emergency access requirements and other emergency standards in place in the City of Woodland. This impact is considered **less than significant**.

- h) The project site is located in a developed industrial and commercial area within the City of Woodland and is not within or adjacent to a wildlands area, consequently, the proposed project will not expose people or structures to a significant risk of loss, injury, or death involving wildland fires; consequently, there is **no impact**.

Mitigation Measures

Mitigation Measure HAZ-1: If soil contaminated by potentially hazardous materials is exposed during construction, the local responsible agency shall be notified. A work plan to characterize and possibly remove contaminated soil may be required by the local responsible agency or other regulatory agency.

Mitigation Measure HAZ-2: The applicant shall ensure all contractors and employees immediately control the source of any leak and contain any spill using appropriate spill containment and countermeasures. If required by any regulatory agency, contaminated media shall be collected and disposed of at an offsite facility approved to accept such media. In addition, all precautions required by the RWQCB for the NPDES construction activity storm water permits would be taken to ensure that no hazardous materials enter any nearby waterways.

Mitigation Measure HAZ-3: A Phase I Environmental Assessment must be completed by a qualified professional for Phase 2 of the project before any Phase 2 construction begins.

References

Department of Toxic Substances Control (DTSC), 2012. Envirostor Database Search available at: <http://www.envirostor.dtsc.ca.gov/public/>; accessed January 23, 2012.

Raney Geotechnical Inc., 2012. Phase I Environmental Site Assessment Quality Court Property; February 23, 2011.

SACOG, 2003. Sacramento Area Council of Governments Airport Land Use Commission, Sacramento International Airport Comprehensive Land Use Plan; September 2003.

Hydrology and Water Quality

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
9. HYDROLOGY AND WATER QUALITY — Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☒	☐	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☒	☐	☐
c) Substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, in a manner that would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☒	☐	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☒	☐	☐
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☒	☐	☐
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

Discussion

- a, f) Construction of the proposed project would include scraping, grading, earth moving, and other construction related activities. These actions, if not properly managed, could generate stormwater or other runoff that is polluted with debris, sediment, oils, greases, heavy metals, fuels, and other potential pollutants associated with construction activities. These potential pollutants could then migrate with runoff from the site and result in contamination or sedimentation in receiving waters. After completion of project construction, contaminants in storm water runoff from the project site are expected to be similar to pollutant

- concentrations in existing storm water runoff. With the implementation of **Mitigation Measures HYDRO-1 and HYDRO-2** these impacts would be reduced to a **less-than-significant** level.
- b) Groundwater is the sole source of water supply for the City of Woodland. The City's water supply is pumped from 16 operational groundwater wells located throughout the City into its distribution pipe system. The City anticipates that existing and planned water supplies are sufficient to meet future water demand in the City. As the project site is currently undeveloped, the project will include new impervious surfaces. Additionally, the project is not located within a groundwater recharge area as the project site is located within an existing developed area of the City of Woodland. With the implementation of Mitigation Measures HYDRO-1 and HYDRO-2 this impact is considered **less than significant**.
- c, d, e) The project's changes to the existing undeveloped project site would not result in an increase in erosion impacts and there are no streams or rivers located on or near the project site. Because the project site is located in an existing developed and paved area there would not be a large issue of runoff because of existing gutters, curbs, and drains in the surrounding areas. This impact is considered **less than significant**.
- g,h) The City of Woodland can be potentially affected by flows of Cache Creek. The project site is located in FEMA designated Zone AE. An area designated AE presents a 1 percent annual chance of flooding; meaning the project site located within the 100-year floodplain. City floodplain regulations allow non-residential structures within the AE zone if the finished floor elevation is at or above Base Flood Elevation (BFE) and the structures do not impact the floodplain. **Mitigation Measures HYDRO-3 and HYRDO-4** identifies these requirements, which would reduce the impact to **less than significant**.
- i) The project site is located approximately 5 west miles of the Sacramento River and would therefore not be subject to the failure of a levee or dam. This impact is **less-than-significant**.
- j) The project site does not include and is not adjacent to any lake, reservoir, or other large body of water and therefore would not be susceptible to the effects of a seiche. Additionally, the project site is not near any tidally-influenced river or water body, and therefore would not be subject to inundation by a tsunami. Finally, the project site is not located in an area prone to flash flooding or mudflows, and is not anticipated to be affected by mudflows or other water-related mass-movement. There would be **no impact**.

Mitigation Measures

Mitigation Measure HYDRO-1: The City shall adopt a Stormwater Pollution Prevention Plan (SWPPP) for construction and operation of the project for compliance with required NPDES construction permitting and to reduce the intensity of potential water quality impacts associated with project operation. The SWPPP shall identify pollutant sources that may affect the quality of

stormwater discharge and shall require the implementation of Best Management Practices (BMPs) to reduce pollutants in storm water discharges during construction and operation.

Mitigation Measure HYDRO-2: Operation-related stormwater Best Management Practices (BMPs) shall be incorporated into project design and fully implemented prior to completion of construction and associated activities for the project.

Mitigation Measure HYDRO-3: The finished floor level of all occupied structures shall be at or above Base Flood Elevation (BFE). All structures shall comply with the City's Flood Ordinance and FEMA.

Mitigation Measure HYDRO-4: Prior to building permit, applicant shall fund flood modeling by City. If impacts are made to flood plain or adjacent property, applicant shall modify building floor plan accordingly.

References

Federal Emergency Management Agency (FEMA), 2010. Flood Insurance Rate Map (FIRM) for the City of Woodland (#06113C0465G) available at: <http://msc.fema.gov/>; accessed January 23, 2012.

Land Use and Land Use Planning

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
10. LAND USE AND LAND USE PLANNING — Would the project:				
a) Physically divide an established community?	☐	☐	☒	☐
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Discussion

- a) The proposed project site is located within an existing developed area in the City of Woodland. The project site is designated for industrial uses and is surrounded by existing industrial and commercial uses. Interstate 5 is located immediately south of the project site. Although the project site is currently undeveloped, the project will be located in a developed non-residential area and will therefore not divide and established community. This impact is considered **less than significant**.
- b) The *City of Woodland General Plan* Land Use Map designates the project site as Industrial (I). This designation provides for industrial parks, warehouses, manufacturing, research and development, commercial uses compatible with the industrial uses, public and quasi-public uses, and similar and compatible uses. The City's zoning map identifies the project site as Industrial/Planned Development (I/PD) with an Entry Overlay Zone (EOZ). The purpose of the EOZ is to provide areas adjacent to freeway interchanges for uses which serve the traveling public and other limited commercial uses that need freeway exposure or which enhance the entrances into the City. The PD zone encourages a creative and more efficient approach to the use of land and to provide for greater flexibility in the design of integrated developments than otherwise possible through strict application of zoning regulations. The project is consistent with the City's land use and zoning designations; therefore, this impact is considered **less than significant**.
- c) As discussed under Biological Resources, the project site is not under the jurisdiction of a habitat conservation plan or natural community conservation plan (HCP/NCCP). The project is, however, subject to the Swainson's Hawk Interim Mitigation Fee Program. The proposed project would comply with this program, as described in Mitigation Measure BIO-2. Therefore, there is **no impact**.

References

City of Woodland, 2002. General Plan Policy Document; December 17, 2002.

City of Woodland, 2003. Zoning Ordinance; adopted February 1, 1983; amended October 10, 2003.

Mineral Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
11. MINERAL RESOURCES — Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Discussion

- a, b) The project site has no significant mining resources or mining operations and no mineral resource zones have been identified; therefore there will be **no impact** to mineral resources.

References

City of Woodland, 2002. General Plan Policy Document; December 17, 2002.

Noise

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
12. NOISE — Would the project:				
a) Result in Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Result in Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) Result in A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) Result in A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	☐	☐	☐	☒
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Discussion

- a) The City of Woodland Municipal Code states that it is unlawful to make any loud, unnecessary, or unusual noise, which disturbs the peace within the city limits. The City includes the nighttime hours of 10:00 PM and 7:00 AM where no loud tools or noise creating blowers are to be used. The City also limits construction activities Monday through Saturday to 7:00 AM and 6:00 PM, and Sundays to 9:00 AM and 6:00 PM (unless a permit is granted). The City's General Plan states that new non-transportation noise sources shall not exceed 50 dBA hourly Leq or 70 dBA Lmax during the daytime hours of 7:00 AM and 10:00 PM or exceed 45 dBA hourly Leq or 65 dBA Lmax during the nighttime hours of 10:00 PM and 7:00 AM at the property line of lands designated for noise-sensitive uses.

Construction

The proposed project site is located on East Main Street immediately north of I-5 and immediately west of Quality Circle. The nearest residence to construction activities is approximately 2,000 feet southwest across I-5. These residences would be exposed to noise from the short-term construction of the proposed project. Noise from construction activities generally attenuates at a rate of 6 to 7.5 dBA per doubling distance. Based on the proposed project site layout and terrain, an attenuation of 7.5 dBA will be assumed. **Table 3** shows typical noise levels during different construction stages. **Table 4** shows

typical noise levels produced by various types of construction equipment. Excavation noise levels are 89 dBA at 50 feet, which when attenuated to 2,000 feet, would expose these residences to noise levels of up to 49 dBA Leq during the loudest of construction activities that would occur. A hotel is also located approximately 900 feet west of the project site. When excavation noise is attenuated to 800 feet, the hotel would be exposed to noise levels of up to 59 dBA. These noise levels would be reduced further due to attenuation from buildings in between project site construction and hotel, and with the existing traffic noise from I-5, construction noise at these levels would be negligible. Furthermore, project construction must comply with the City of Woodland nighttime and weekend construction limits. Therefore temporary construction noise would be **less than significant**.

**TABLE 3
TYPICAL CONSTRUCTION NOISE LEVELS**

Construction Phase	Noise Level ^a (dBA, Leq)
Ground clearing	84
Excavation	89
Foundations	78
Erection	85
Finishing	89

a Average noise levels correspond to a distance of 50 feet from the noisiest piece of equipment associated with a given phase of construction and 200 feet from the rest of the equipment associated with that phase.

SOURCE: Bolt, Baranek, and Newman, 1971; Cunniff, 1977.

**TABLE 4
TYPICAL NOISE LEVELS FROM CONSTRUCTION EQUIPMENT**

Construction Equipment	Noise Level ^a (dBA, Leq at 50 Feet)
Dump truck	88
Portable air compressor	81
Concrete mixer (truck)	85
Scraper	88
Jackhammer	88
Dozer	87
Paver	89
Generator	76
Backhoe	85

a Average noise levels correspond to a distance of 50 feet from the noisiest piece of equipment associated with a given phase of construction and 200 feet from the rest of the equipment associated with that phase.

SOURCE: Bolt, Baranek, and Newman, 1971; Cunniff, 1977.

Operations

Mobile Noise

The project would contribute to an increase in local traffic volumes, resulting in higher noise levels along local roadways. Using the Federal Highway Administration's calculations and the project traffic study, traffic noise levels were analyzed for East Main Street east of Freeway Drive as the worst-case roadway segment. The results of the modeling are shown in **Table 5**, using an attenuation distance of 2,000 feet from the centerline, which is the approximate distance of the nearest sensitive receptors across I-5, and a conservative 3 dBA attenuation rate. As depicted in Table 5, project traffic would not result in an increase to noise levels above 5 dBA. Furthermore, traffic noise levels on East Main Street would be inaudible due to traffic noise on I-5, which lies between East Main Street and the nearest residents. Therefore, traffic noise associated with the project would be **less than significant**.²

TABLE 5
EXISTING AND CUMULATIVE PEAK HOUR TRAFFIC NOISE LEVELS ALONG EAST MAIN STREET
EAST AND WEST OF FREEWAY DRIVE

Roadway Segment Distance	Weekday Peak-Hour (4-5 PM) Noise Level dBA, Leq							
	Existing	Existing plus project	Difference between existing and existing plus project	Significant (Yes/No) ^a	Cumulative	Cumulative Plus Project	Difference between Cumulative and Cumulative plus Project	Significant (Yes/No)
East Main Street East of Freeway Drive 2,000 feet from Centerline	50	54	4	No ^c	50	54	4	No ^c
East Main Street West of Freeway Drive 2,000 feet from Centerline	52	55	3	No ^c	52	55	3	No ^c

a Traffic noise is considered significant if the incremental increase in noise is greater than 5 dBA Leq in a noise environment of 60 dBA CNEL or less, an increase of 3 dBA Leq in a noise environment greater than 60 dBA CNEL, or an increase of 1.5 dBA Leq in a noise environment greater than 65 dBA CNEL.

b No Sensitive Receptors are located at this distance from the roadway centerline.

b Sensitive Receptors would not be able to notice this noise increase due to existing noise levels from I-5.

SOURCE: ESA, 2012

Stationary Noise

Heating, Ventilating, and Air Conditioning (HVAC) Equipment Noise

The HVAC system for maintaining comfortable temperatures within the proposed buildings would consist of packaged rooftop air conditioning systems. Such rooftop HVAC units typically generate noise levels of approximately 55 dB at a reference distance of 100 feet from the operating units during maximum heating or air conditioning operations. The nearest project building is located approximately 900 feet from the property line of a hotel to the west, and approximately 2,000 feet from residents to the southwest. Noise

² The calculations for mobile-source noise are included in Appendix D of this initial study.

level of the HVAC, if on the edge of the building nearest the property line, would be about 32 dBA, and 23 dBA respectively and would not exceed the Woodland General Plan daytime threshold of 50 dBA hourly Leq at the nearest property line. This would be a **less-than-significant** impact.

Service Center Internal Equipment Noise

Power tools, electric machinery, and air compressors would be used within the service center premises for the repair of motor vehicles. The service center would operate only during the daytime hours. Potentially significant noise sources associated with auto service operations include air impact wrenches, tire breakers, and air supply compressors. Auto service facilities can produce noise levels 65 dBA Leq and 80 dBA Lmax at 60 feet from open doors (Bollard, 2010). The exit of the automotive dealership on the southeast portion of the project site faces the property line of the hotel at a distance of approximately 900 feet. At this distance, service center noise levels are predicted to be approximately 37 dBA Leq and 52 dBA Lmax. The nearest residence is located approximately 2,000 feet to the southwest. At this distance, service center noise levels are predicted to be approximately 27 dBA Leq and 42 dBA Lmax. These noise levels would not exceed the daytime threshold of 50 dBA hourly Leq and 70 dBA Lmax at the nearest sensitive use property line. This would be a **less-than-significant** impact.

Car Wash

The drying system is the loudest part of a car wash; depending on the system used, a car wash blower could create noise levels of approximately 67 dBA at 50 feet from the exit (aerodry, 2008). The nearest car wash to a noise sensitive use property line is located on the southwestern edge of the project site. The car wash is located approximately 900 feet from the property line of a hotel to the west, and approximately 2,000 feet from residents to the south. At this distance noise level of the car wash would be about 37 dBA, and 27 dBA respectively and would not exceed the woodland general plan daytime threshold of 50 dBA hourly Leq at the nearest property line. This would be a **less-than-significant** impact.

- b) Vibration and ground-borne noise issues tend to occur when physically forceful or ground-penetrating equipment is utilized, such as pile drivers or where blasting is necessary. No such equipment or activities are required during construction or operations of the proposed project. Thus, the proposed project would not generate significant groundborne vibration or groundborne noise impacts. Therefore, this impact is considered **less than significant**.
- c) See the discussion regarding operation related noise for issue “a” above. This would be a **less-than-significant** impact.
- d) See the discussion regarding construction related noise for issue “a” above. This would be a **less-than-significant** impact without mitigation.
- e) The Project is not located within two miles of a public airport, therefore the project would not expose people working in the area to excessive noise levels. **No impact** would occur.

- f) Project is not located within two miles of a private airstrip, therefore the project would not expose people working in the area to excessive noise levels. **No impact** would occur.

References

Aerodry Systems, *Aerodry Advantage 45 HP Drying System*, Fax January 30, 2008.

Bollard Acoustical Consultants, Inc. Firestone Complete Autocare facility (BAC) report, 2010.

Bolt, Baranek, and Newman, *Noise From Construction Equipment and operations, Building Equipment, and Home Appliances*, 1971.

City of Woodland, Municipal Code, Current through Ordinance 1500, adopted October 21, 2008.

Cunniff, Patrick. 1977. *Environmental Noise Pollution*.

Population and Housing

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
13. POPULATION AND HOUSING — Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Discussion

- a, b, c) The proposed project will not result in the construction of new homes or the displacement of existing homes, and will thus not induce substantial growth within the area; therefore there is **no impact**.
-

Public Services

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
14. PUBLIC SERVICES — Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
i) Fire protection?	☐	☐	☒	☐
ii) Police protection?	☐	☐	☒	☐
iii) Schools?	☐	☐	☒	☐
iv) Parks?	☐	☐	☐	☒
v) Other public facilities?	☐	☐	☐	☒

Discussion

- a.i) The project site will be served by the Woodland Fire Department (WFD). The WFD provides fire protection, fire prevention services, and paramedic emergency medical services to all areas of the Woodland. Specific services provided by the Fire Department include fire fighting, fire prevention, fire hydrant maintenance, training, fire dispatch, hazardous materials intervention, and weed abatement services. The WFD has three permanent fire stations, each of which is staffed by firefighters 24 hours a day, 7 days a week. The nearest WFD station is Fire Station 3 located at 1550 Springlake Court just over one mile from the project site. The proposed project will pay required development impact fees in order to ensure adequate fire protection facilities within the City; therefore, this impact is considered **less than significant**.
- a.ii) Law enforcement services will be the responsibility of the Woodland Police Department. The Woodland Police Department is located at 1000 Lincoln Avenue approximately 2½ miles from the project site. The proposed project will pay required development impact fees in order to ensure adequate law enforcement services within the City; therefore, this impact is considered **less than significant**.
- a.iii) The proposed project is located in an existing industrial and commercial area of the City; no schools are located in the vicinity of the project site. In addition, the proposed project will not generate any additional residential population that will increase the demand for additional schools in the project neighborhood or the City as a whole; therefore, this impact is considered **less than significant**.

- a.iv) See the recreation discussion below.
 - a.v) The proposed project will not result in an adverse physical impact to any other public facilities; therefore there will be **no impact**.
-

Recreation

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
15. RECREATION — Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	☐	☐	☐	☒
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒

Discussion

- a, b) The proposed project consists of constructing a mixed-use development consisting of commercial, retail, and office uses; it would not contribute to an increase in the local population, and no additional demand on existing neighborhood and regional parks would be created. The proposed project would have **no impact** on the use of existing neighborhood and regional parks.
-

Transportation and Traffic

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
16. TRANSPORTATION AND TRAFFIC — Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☒	☐	☐
b) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e) Result in inadequate emergency access?	☐	☐	☐	☒
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☒	☐

Background

A focused traffic analysis was prepared for the project (See attached report by KD Anderson & Associates, Inc., 2012, included as **Appendix E**). A multi-way stop control analysis and a traffic signal warrant analysis were completed to determine whether any change in operational controls is necessary as a result of the proposed project.

The East Main Street / Freeway Drive and East Main Street / Quality Circle intersections are located in the Woodland Industrial Area, north, of Interstate 5 (I-5) and east of County Road 102 (CR 102) in Woodland. Freeway Drive is located about 450' east of CR 102 and provides access to existing commercial businesses including an industrial park and several hotels. The roadway curves to the east and parallels I-5 for about 900' where it dead ends. Quality Circle is located about 2,200' east of Freeway Drive and is a cul-de-sac providing access to industrial park uses. This project will connect the two roadways and provide through access to the project site from two directions.

East Main Street is a four-lane roadway with median islands, left turn lanes and bike lanes west of Freeway Drive to about 800' east of the intersection where it narrows to a two lane roadway with a center turn lane and bike lanes past Quality Circle. The posted speed limit along East Main

Street is 45 miles per hour (mph) west of CR 102 and 55 mph east of CR 102. Both Freeway Drive and Quality Circle intersections are minor-street stop controlled. Crosswalks are not present at either intersection, but sidewalk is present along the south side of East Main Street from CR 102 to Freeway Drive. The sidewalk continues along the west side of Freeway Drive to Trade Court where it terminates with the end of private property improvements. A short discontinuous segment of sidewalk is present between the driveways of the adjacent industrial park east of the East Main Street / Freeway Circle intersection. Sidewalk is not present at the East Main Street / Quality Circle intersection or along Quality Circle.

Freeway Drive is a two-lane local roadway that extends from East Main Street about 450' east of County Road 102. The roadway extends about 450' perpendicular from East Main Street and then turns and extends parallel to I-5 for about 1,000' where it terminates at the west end of the project site. The roadway is an industrial street designation with a 48' curb-to-curb width. All properties that have been improved along the west and south side of the roadway have sidewalk along their frontages while all properties on the north and east sides do not have sidewalk along the frontages.

Quality Circle is a two-lane local roadway that extends from East Main Street about 475' where it terminates as a cul-de-sac at the east end of the project site. The roadway is an industrial street designation with a 48' curb-to-curb width. The properties along the east side of the roadway have been improved but do not include sidewalk along the frontages.

Discussion

- a) Phase 1 of the project is expected to generate 1,933 daily trips, with 117 trips generated during the a.m. peak hour. Of these trips, 87 will be inbound while 30 will be outbound. During the p.m. peak hour the project will generate 150 trips with 59 trips inbound and 91 trips outbound. Phase 2 of the project is expected to generate 5,426 daily trips, with 633 trips generated during the a.m. peak hour. Of these trips, 413 will be inbound while 220 will be outbound. During the p.m. peak hour the project will generate 602 trips with 250 trips inbound and 352 trips outbound.

East Main Street/Freeway Drive. Of the six warrants that were analyzed three warrants were met under Phase 1. These include the Eight Hour Vehicular Volume Warrant, the peak hour warrant, and the peak four-hour warrant. Since these warrants were met, the City should consider installation of a traffic signal at this location. A multiway stop may also provide mitigation for the Phase 1 project. With the three signal warrants met with Phase 2 completed, the City should also consider that a traffic signal is warranted, especially once build-out of Freeway Drive occurs. For these reasons, this impact is considered potentially significant without mitigation. **Mitigation Measure TRAF-1** would reduce this impact to **less than significant**.

East Main Street/Quality Circle. Of the five warrants that were analyzed none of the traffic signal warrants are met under Phase 1 or Phase 2. No actions are necessary. In addition, existing traffic volumes, with trips generated for both Phases 1 and 2 indicates

- that traffic volumes along Quality Circle will not exceed 140 vph for the 8 highest hours of the day; therefore, installation of multi-way stop sign control at the East Main Street/Quality Circle intersection will not be warranted. This impact is **less than significant**.
- b) The project would not violate any congestion management standards or plans. All study intersections have adequate capacity to accommodate project related traffic. The proposed project would not lower the LOS for any study intersections; therefore, this impact is considered **less-than-significant**.
 - c) The project site is about six miles from the nearest airport (Sacramento International Airport), and does not, and would not, have any object within the flight path for airplanes in the area during construction activities at the project site. These activities would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks; therefore, there is **no impact**.
 - d) The project would utilize existing driveways on Freeway Drive and Quality Circle. As described in item (a) above, the use of these driveways would not create a hazard from auto queues waiting to turn into the business; therefore, this impact is considered **less than significant**.
 - e) The project site is currently accessible from both the east (Quality Circle) and the west (Freeway Drive). The project would continue to allow these two access points. Therefore, there is **no impact** to emergency access.
 - f) Construction activities at the project site would not directly or indirectly eliminate alternative transportation corridors or facilities (e.g., bicycle lanes, sidewalks, crosswalks, etc.). In addition, operation of the proposed project would not include changes in policies or programs that support alternative transportation. Therefore, the activities at the project site would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. This impact is considered **less than significant**.

Mitigation Measures

Mitigation Measure TRAF-1: The applicant shall install a multi-way stop at Freeway Drive and East Main Street prior to completion of Phase 1 of the project. This control should also include advance signing for westbound traffic indicating the stop ahead (and if determined necessary by the City Engineer, a flashing beacon should be installed with the warning sign).

Mitigation Measure TRAF-2: Freeway Drive and East Main Street is identified as a future signalized intersection in the City's Major Projects Financing Plan. The applicant shall contribute to this signal through the payment of development fees. If the planned signal is constructed prior to completion of Phase 1, Mitigation Measure TRAF-1 would not be necessary.

References

KD Anderson & Associates, Inc., 2012. Traffic Signal and Multiway Stop Sign Warrant Analyses, East Main Street at Freeway Drive and East Main Street at Quality Circle, Woodland. March 1, 2012.

Utilities and Service Systems

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
17. UTILITIES AND SERVICE SYSTEMS — Would the project:				
a) Conflict with wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c) Require or result in the construction of new storm water drainage facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e) Result in a determination by the wastewater treatment provider that would serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

Discussion

- a) The proposed project will connect to the existing City of Woodland wastewater system. Additionally, the proposed project will comply with all the wastewater requirements of the RWQCB; therefore, this impact is considered **less than significant**.
- b,e) The proposed project site would be connected to the Woodland potable water system. The City anticipates that existing water supplies are sufficient to meet future water demand in the City. The project site will also connect to the municipal wastewater collection and treatment system. The City of Woodland owns and operates a Water Pollution Control Facility (WPCF) which treats wastewater from throughout the City's residential, commercial, and industrial users. A two-year project to upgrade and expand the WPCF was completed in 2007. The facility expanded from 7.8 million gallons per day (MGD) to its current 10.4 MGD. It also upgraded into a tertiary (advanced) treatment system. The tertiary system requirements were implemented in order to maintain strict water quality standards as WPCF treated effluent is discharged into the Tule Canal. The expansion, along with the higher water quality standards, resulted in a Class V designation for the WPCF facility, the highest treatment rating in California. For the reasons discussed above, impacts on water supply and wastewater collection and treatment will be **less than significant**.

- c) See the Hydrology and Water Quality section above for a discussion of stormwater management. As previously discussed, the project is located in a developed industrial and commercial area within the City of Woodland and is currently connected to City facilities; the project will not require or result in the construction of new storm water drainage facilities, or expansion of existing facilities, thus this impact is considered **less than significant**.
- d) As discussed above, groundwater is the sole source of water supply for the City of Woodland. The City's water supply is pumped from 16 operational groundwater wells located throughout the City into its distribution pipe system. The City anticipates that existing and planned water supplies are sufficient to meet future water demand in the City. The proposed project would not require new or expanded water supply resources or entitlements; therefore, this impact is **less than significant**.
- f) The City of Woodland contracts with Waste Management Inc. for all solid waste collection services within City limits. This includes scheduled and unscheduled service for residential, commercial, and industrial customers. Solid waste collected within the City, including the project site, is disposed of at the Yolo County Central Landfill located at 44090 County Road 28H in Davis, CA. The Central Landfill, a 722-acre facility, is a Class III solid waste landfill, which provides comprehensive solid waste and recycling services, including municipal solid waste, recycling, salvaging, household hazardous waste, and business hazardous waste. Permitted maximum disposal at the Central Landfill is 1,800 tons per day. At the current waste disposal rate the landfill's closure date is estimated to be January 1, 2081, therefore there are approximately 69 years of active disposal life left ant the landfill (Per. Comm., 2012). The landfill has sufficient permitted capacity to meet the solid waste disposal needs of planned growth within the City, including this project; therefore, this impact is **less than significant**.

Furthermore, the City will comply with all state laws for proper waste disposal and waste diversion from landfills including the California Solid Waste Management Act (AB 939), which requires local governments (cities and counties) within the state to divert at least 50% of their waste from landfills.
- g) The proposed project will comply with all federal, state, and local statutes and regulations related to solid waste; therefore, there will be **no impact**.

References

- California Integrated Waste Management Board (CIWMB), 2012. Solid Waste Information System (SWIS), Facility/Site Summary Details: Yolo County Central Landfill (57-AA-0001). Available at: <http://www.calrecycle.ca.gov/SWFacilities/Directory/57-AA-0001/Detail/>. Accessed February 13, 2012.
- Per. Comm., 2012. Personnel Communication, Linda Sinderson, Deputy Director, Yolo County Planning and Public Works, Division of Integrated Waste Management; February 13, 2012.

Mandatory Findings of Significance

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
18. MANDATORY FINDINGS OF SIGNIFICANCE — Would the project:				
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Discussion

- a) Per the impact discussions above, the project does not have the potential to substantially degrade the environment. Biological and cultural impacts would be reduced to less than significant with feasible mitigation. This impact is **less than significant**.
- b) The proposed project would not result in cumulatively considerable negative impacts. Cumulative effects related to air quality and traffic are discussed above, and would not result in any cumulatively considerable impacts. This impact is **less-than-significant**.
- c) The proposed project would not cause substantial adverse effects on human beings. Effects related to hazardous materials, air quality, and noise are discussed above, and would not result in any significant and unavoidable impacts; this impact is **less than significant**.

Appendix A

Air Quality Calculations

panatonni
Yolo County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Office Building	101	1000sqft
Parking Lot	734	
Parking Lot	744	
Fast Food Restaurant with Drive Thru	2.5	1000sqft
High Turnover (Sit Down Restaurant)	8.2	1000sqft
Automobile Care Center	57.98	1000sqft
Strip Mall	20	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Utility Company	Pacific Gas & Electric Company
Climate Zone	2	Precipitation Freq (Days)	54		

1.3 User Entered Comments

Project Characteristics -

Land Use - 1 parking spot = 9 x 18

Construction Phase - operations of total buildout only

Area Mitigation -

Vehicle Trips - 33.34 to match auto sales in traffic report

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2011	9.96	80.01	47.13	0.07	0.20	4.11	4.30	0.01	4.11	4.11	0.00	7,650.69	0.00	0.89	0.00	7,669.42
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2011	9.96	80.01	47.13	0.07	0.01	4.11	4.11	0.01	4.11	4.11	0.00	7,650.69	0.00	0.89	0.00	7,669.42
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.26	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.13	1.16	0.98	0.01		0.00	0.09		0.00	0.09		1,393.57		0.03	0.03	1,402.06
Mobile	23.59	63.49	208.79	0.27	30.29	1.91	32.20	1.07	1.91	2.98		27,129.56		1.23		27,155.43
Total	28.98	64.65	209.77	0.28	30.29	1.91	32.29	1.07	1.91	3.07		28,523.13		1.26	0.03	28,557.49

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.26	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.13	1.16	0.98	0.01		0.00	0.09		0.00	0.09		1,393.57		0.03	0.03	1,402.06
Mobile	23.59	63.49	208.79	0.27	30.29	1.91	32.20	1.07	1.91	2.98		27,129.56		1.23		27,155.43
Total	28.98	64.65	209.77	0.28	30.29	1.91	32.29	1.07	1.91	3.07		28,523.13		1.26	0.03	28,557.49

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 1 - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	9.84	79.87	45.95	0.07		4.10	4.10		4.10	4.10		7,510.82		0.88		7,529.33
Total	9.84	79.87	45.95	0.07		4.10	4.10		4.10	4.10		7,510.82		0.88		7,529.33

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.12	0.14	1.18	0.00	0.20	0.01	0.20	0.01	0.01	0.01		139.87		0.01		140.08
Total	0.12	0.14	1.18	0.00	0.20	0.01	0.20	0.01	0.01	0.01		139.87		0.01		140.08

3.2 1 - 2011

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	9.84	79.87	45.95	0.07		4.10	4.10		4.10	4.10	0.00	7,510.82		0.88		7,529.33
Total	9.84	79.87	45.95	0.07		4.10	4.10		4.10	4.10	0.00	7,510.82		0.88		7,529.33

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.12	0.14	1.18	0.00	0.01	0.01	0.01	0.01	0.01	0.01		139.87		0.01		140.08
Total	0.12	0.14	1.18	0.00	0.01	0.01	0.01	0.01	0.01	0.01		139.87		0.01		140.08

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	23.59	63.49	208.79	0.27	30.29	1.91	32.20	1.07	1.91	2.98		27,129.56		1.23		27,155.43
Unmitigated	23.59	63.49	208.79	0.27	30.29	1.91	32.20	1.07	1.91	2.98		27,129.56		1.23		27,155.43
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	1,933.05	1,933.05	1933.05	1,925,681	1,925,681
Fast Food Restaurant with Drive Thru	1,240.30	1,805.08	1356.80	1,249,777	1,249,777
General Office Building	1,112.01	239.37	98.98	2,013,674	2,013,674
High Turnover (Sit Down Restaurant)	1,042.63	1,298.63	1081.09	1,258,534	1,258,534
Strip Mall	886.40	840.80	408.60	1,249,935	1,249,935
Parking Lot	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	6,214.39	6,116.93	4,878.52	7,697,600	7,697,600

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Automobile Care Center	9.50	7.30	7.30	33.00	48.00	19.00
Fast Food Restaurant with Drive Thru	9.50	7.30	7.30	2.20	78.80	19.00
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00
High Turnover (Sit Down Restaurant)	9.50	7.30	7.30	8.50	72.50	19.00
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00
Parking Lot	9.50	7.30	7.30			
Parking Lot	9.50	7.30	7.30			

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.13	1.16	0.98	0.01		0.00	0.09		0.00	0.09		1,393.57		0.03	0.03	1,402.06
NaturalGas Unmitigated	0.13	1.16	0.98	0.01		0.00	0.09		0.00	0.09		1,393.57		0.03	0.03	1,402.06
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Automobile Care Center	3115.04	0.03	0.31	0.26	0.00		0.00	0.02		0.00	0.02		366.47		0.01	0.01	368.71
Fast Food Restaurant with Drive Thru	763.973	0.01	0.07	0.06	0.00		0.00	0.01		0.00	0.01		89.88		0.00	0.00	90.43
General Office Building	4787.12	0.05	0.47	0.39	0.00		0.00	0.04		0.00	0.04		563.19		0.01	0.01	566.62
High Turnover (Sit Down Restaurant)	2505.83	0.03	0.25	0.21	0.00		0.00	0.02		0.00	0.02		294.80		0.01	0.01	296.60
Parking Lot	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Strip Mall	673.425	0.01	0.07	0.06	0.00		0.00	0.01		0.00	0.01		79.23		0.00	0.00	79.71
Total		0.13	1.17	0.98	0.00		0.00	0.10		0.00	0.10		1,393.57		0.03	0.03	1,402.07

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Automobile Care Center	3.11504	0.03	0.31	0.26	0.00		0.00	0.02		0.00	0.02		366.47		0.01	0.01	368.71
Fast Food Restaurant with Drive Thru	0.763973	0.01	0.07	0.06	0.00		0.00	0.01		0.00	0.01		89.88		0.00	0.00	90.43
General Office Building	4.78712	0.05	0.47	0.39	0.00		0.00	0.04		0.00	0.04		563.19		0.01	0.01	566.62
High Turnover (Sit Down Restaurant)	2.50583	0.03	0.25	0.21	0.00		0.00	0.02		0.00	0.02		294.80		0.01	0.01	296.60
Parking Lot	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Strip Mall	0.673425	0.01	0.07	0.06	0.00		0.00	0.01		0.00	0.01		79.23		0.00	0.00	79.71
Total		0.13	1.17	0.98	0.00		0.00	0.10		0.00	0.10		1,393.57		0.03	0.03	1,402.07

6.0 Area Detail

6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	5.26	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Unmitigated	5.26	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.20					0.00	0.00		0.00	0.00						0.00
Consumer Products	4.06					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	5.26	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.20					0.00	0.00		0.00	0.00						0.00
Consumer Products	4.06					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	5.26	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

panatonni
Yolo County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Parking Lot	734	
Automobile Care Center	57.98	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Utility Company	Pacific Gas & Electric Company
Climate Zone	2	Precipitation Freq (Days)	54		

1.3 User Entered Comments

Project Characteristics - just phase 1 construction

Land Use -

Construction Phase - split up the 290 working days

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2013	7.89	43.68	31.44	0.05	5.40	3.26	7.00	2.90	3.26	4.50	0.00	4,834.36	0.00	0.70	0.00	4,849.05
2014	4.39	23.37	17.96	0.03	0.34	1.51	1.85	0.02	1.51	1.53	0.00	3,003.70	0.00	0.39	0.00	3,011.85
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2013	7.89	43.68	31.44	0.05	5.30	3.26	6.90	2.90	3.26	4.50	0.00	4,834.36	0.00	0.70	0.00	4,849.05
2014	4.39	23.37	17.96	0.03	0.02	1.51	1.53	0.02	1.51	1.53	0.00	3,003.70	0.00	0.39	0.00	3,011.85
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.61	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.03	0.31	0.26	0.00		0.00	0.02		0.00	0.02		366.47		0.01	0.01	368.71
Mobile	10.62	27.81	93.44	0.11	11.86	0.78	12.65	0.42	0.78	1.20		10,865.75		0.53		10,876.80
Total	12.26	28.12	93.70	0.11	11.86	0.78	12.67	0.42	0.78	1.22		11,232.22		0.54	0.01	11,245.51

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.61	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.03	0.31	0.26	0.00		0.00	0.02		0.00	0.02		366.47		0.01	0.01	368.71
Mobile	10.62	27.81	93.44	0.11	11.86	0.78	12.65	0.42	0.78	1.20		10,865.75		0.53		10,876.80
Total	12.26	28.12	93.70	0.11	11.86	0.78	12.67	0.42	0.78	1.22		11,232.22		0.54	0.01	11,245.51

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.29	0.00	5.29	2.90	0.00	2.90						0.00
Off-Road	3.96	31.66	18.62	0.03		1.60	1.60		1.60	1.60		3,253.39		0.36		3,260.86
Total	3.96	31.66	18.62	0.03	5.29	1.60	6.89	2.90	1.60	4.50		3,253.39		0.36		3,260.86

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.05	0.06	0.51	0.00	0.10	0.00	0.11	0.00	0.00	0.01		71.21		0.00		71.31
Total	0.05	0.06	0.51	0.00	0.10	0.00	0.11	0.00	0.00	0.01		71.21		0.00		71.31

3.2 Site Preparation - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.29	0.00	5.29	2.90	0.00	2.90						0.00
Off-Road	3.96	31.66	18.62	0.03		1.60	1.60		1.60	1.60	0.00	3,253.39		0.36		3,260.86
Total	3.96	31.66	18.62	0.03	5.29	1.60	6.89	2.90	1.60	4.50	0.00	3,253.39		0.36		3,260.86

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.05	0.06	0.51	0.00	0.00	0.00	0.01	0.00	0.00	0.01		71.21		0.00		71.31
Total	0.05	0.06	0.51	0.00	0.00	0.00	0.01	0.00	0.00	0.01		71.21		0.00		71.31

3.3 Grading - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.53	0.00	4.53	2.48	0.00	2.48						0.00
Off-Road	3.28	26.25	15.38	0.03		1.32	1.32		1.32	1.32		2,689.97		0.29		2,696.15
Total	3.28	26.25	15.38	0.03	4.53	1.32	5.85	2.48	1.32	3.80		2,689.97		0.29		2,696.15

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.05	0.06	0.51	0.00	0.10	0.00	0.11	0.00	0.00	0.01		71.21		0.00		71.31
Total	0.05	0.06	0.51	0.00	0.10	0.00	0.11	0.00	0.00	0.01		71.21		0.00		71.31

3.3 Grading - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.53	0.00	4.53	2.48	0.00	2.48						0.00
Off-Road	3.28	26.25	15.38	0.03		1.32	1.32		1.32	1.32	0.00	2,689.97		0.29		2,696.15
Total	3.28	26.25	15.38	0.03	4.53	1.32	5.85	2.48	1.32	3.80	0.00	2,689.97		0.29		2,696.15

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.05	0.06	0.51	0.00	0.00	0.00	0.01	0.00	0.00	0.01		71.21		0.00		71.31
Total	0.05	0.06	0.51	0.00	0.00	0.00	0.01	0.00	0.00	0.01		71.21		0.00		71.31

3.4 Building Construction - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.54	23.27	16.29	0.03		1.61	1.61		1.61	1.61		2,561.58		0.41		2,570.13
Total	4.54	23.27	16.29	0.03		1.61	1.61		1.61	1.61		2,561.58		0.41		2,570.13

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.14	1.63	1.03	0.00	0.09	0.05	0.14	0.01	0.05	0.06		275.21		0.01		275.35
Worker	0.13	0.14	1.21	0.00	0.25	0.01	0.25	0.01	0.01	0.02		169.13		0.01		169.35
Total	0.27	1.77	2.24	0.00	0.34	0.06	0.39	0.02	0.06	0.08		444.34		0.02		444.70

3.4 Building Construction - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.54	23.27	16.29	0.03		1.61	1.61		1.61	1.61	0.00	2,561.58		0.41		2,570.13
Total	4.54	23.27	16.29	0.03		1.61	1.61		1.61	1.61	0.00	2,561.58		0.41		2,570.13

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.14	1.63	1.03	0.00	0.01	0.05	0.06	0.01	0.05	0.06		275.21		0.01		275.35
Worker	0.13	0.14	1.21	0.00	0.01	0.01	0.02	0.01	0.01	0.02		169.13		0.01		169.35
Total	0.27	1.77	2.24	0.00	0.02	0.06	0.08	0.02	0.06	0.08		444.34		0.02		444.70

3.4 Building Construction - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.15	21.74	15.92	0.03		1.46	1.46		1.46	1.46		2,561.58		0.37		2,569.39
Total	4.15	21.74	15.92	0.03		1.46	1.46		1.46	1.46		2,561.58		0.37		2,569.39

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.13	1.50	0.94	0.00	0.09	0.05	0.14	0.01	0.05	0.05		275.21		0.01		275.35
Worker	0.12	0.13	1.09	0.00	0.25	0.01	0.26	0.01	0.01	0.02		166.91		0.01		167.11
Total	0.25	1.63	2.03	0.00	0.34	0.06	0.40	0.02	0.06	0.07		442.12		0.02		442.46

3.4 Building Construction - 2014

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.15	21.74	15.92	0.03		1.46	1.46		1.46	1.46	0.00	2,561.58		0.37		2,569.39
Total	4.15	21.74	15.92	0.03		1.46	1.46		1.46	1.46	0.00	2,561.58		0.37		2,569.39

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.13	1.50	0.94	0.00	0.01	0.05	0.05	0.01	0.05	0.05		275.21		0.01		275.35
Worker	0.12	0.13	1.09	0.00	0.01	0.01	0.02	0.01	0.01	0.02		166.91		0.01		167.11
Total	0.25	1.63	2.03	0.00	0.02	0.06	0.07	0.02	0.06	0.07		442.12		0.02		442.46

3.5 Paving - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.99	18.54	12.08	0.02		1.58	1.58		1.58	1.58		1,712.72		0.27		1,718.34
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	2.99	18.54	12.08	0.02		1.58	1.58		1.58	1.58		1,712.72		0.27		1,718.34

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.09	0.10	0.83	0.00	0.17	0.00	0.17	0.01	0.00	0.01		115.72		0.01		115.87
Total	0.09	0.10	0.83	0.00	0.17	0.00	0.17	0.01	0.00	0.01		115.72		0.01		115.87

3.5 Paving - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.99	18.54	12.08	0.02		1.58	1.58		1.58	1.58	0.00	1,712.72		0.27		1,718.34
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	2.99	18.54	12.08	0.02		1.58	1.58		1.58	1.58	0.00	1,712.72		0.27		1,718.34

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.09	0.10	0.83	0.00	0.01	0.00	0.01	0.01	0.00	0.01		115.72		0.01		115.87
Total	0.09	0.10	0.83	0.00	0.01	0.00	0.01	0.01	0.00	0.01		115.72		0.01		115.87

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	10.62	27.81	93.44	0.11	11.86	0.78	12.65	0.42	0.78	1.20		10,865.75		0.53		10,876.80
Unmitigated	10.62	27.81	93.44	0.11	11.86	0.78	12.65	0.42	0.78	1.20		10,865.75		0.53		10,876.80
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	3,594.76	3,594.76	3,594.76	3,581,050	3,581,050
Total	3,594.76	3,594.76	3,594.76	3,581,050	3,581,050

4.3 Trip Type Information

Land Use	Miles			Trip %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Automobile Care Center	9.50	7.30	7.30	33.00	48.00	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.03	0.31	0.26	0.00		0.00	0.02		0.00	0.02		366.47		0.01	0.01	368.71
NaturalGas Unmitigated	0.03	0.31	0.26	0.00		0.00	0.02		0.00	0.02		366.47		0.01	0.01	368.71
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Automobile Care Center	3115.04	0.03	0.31	0.26	0.00		0.00	0.02		0.00	0.02		366.47		0.01	0.01	368.71
Parking Lot	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Total		0.03	0.31	0.26	0.00		0.00	0.02		0.00	0.02		366.47		0.01	0.01	368.71

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Automobile Care Center	3.11504	0.03	0.31	0.26	0.00		0.00	0.02		0.00	0.02		366.47		0.01	0.01	368.71
Parking Lot	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Total		0.03	0.31	0.26	0.00		0.00	0.02		0.00	0.02		366.47		0.01	0.01	368.71

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.61	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Unmitigated	1.61	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.37					0.00	0.00		0.00	0.00						0.00
Consumer Products	1.24					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	1.61	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.37					0.00	0.00		0.00	0.00						0.00
Consumer Products	1.24					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	1.61	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

panatonni phase 2
Yolo County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Office Building	101	1000sqft
Parking Lot	744	Space
Fast Food Restaurant with Drive Thru	2.5	1000sqft
Quality Restaurant	8.2	1000sqft
Strip Mall	20	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Utility Company	Pacific Gas & Electric Company
Climate Zone	2	Precipitation Freq (Days)	54		

1.3 User Entered Comments

Project Characteristics - construction phase 2

Land Use -

Construction Phase - construction phase 2

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2013	10.02	80.12	46.49	0.08	18.30	3.94	22.24	9.94	3.94	13.88	0.00	8,157.91	0.00	0.90	0.00	8,176.82
2014	6.68	43.66	39.46	0.08	2.84	2.74	5.24	0.13	2.74	2.75	0.00	7,442.91	0.00	0.56	0.00	7,454.57
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2013	10.02	80.12	46.49	0.08	18.08	3.94	22.02	9.94	3.94	13.88	0.00	8,157.91	0.00	0.90	0.00	8,176.82
2014	6.68	43.66	39.46	0.08	0.13	2.74	2.75	0.13	2.74	2.75	0.00	7,442.91	0.00	0.56	0.00	7,454.57
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	11.91	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.09	0.86	0.72	0.01		0.00	0.07		0.00	0.07		1,027.10		0.02	0.02	1,033.35
Mobile	23.86	66.15	222.36	0.20	21.96	1.92	23.88	0.78	1.92	2.70		21,857.19		1.34		21,885.43
Total	35.86	67.01	223.08	0.21	21.96	1.92	23.95	0.78	1.92	2.77		22,884.29		1.36	0.02	22,918.78

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	11.91	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.09	0.86	0.72	0.01		0.00	0.07		0.00	0.07		1,027.10		0.02	0.02	1,033.35
Mobile	23.86	66.15	222.36	0.20	21.96	1.92	23.88	0.78	1.92	2.70		21,857.19		1.34		21,885.43
Total	35.86	67.01	223.08	0.21	21.96	1.92	23.95	0.78	1.92	2.77		22,884.29		1.36	0.02	22,918.78

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.07	0.00	18.07	9.93	0.00	9.93						0.00
Off-Road	9.90	79.99	45.35	0.07		3.93	3.93		3.93	3.93		7,997.69		0.89		8,016.38
Total	9.90	79.99	45.35	0.07	18.07	3.93	22.00	9.93	3.93	13.86		7,997.69		0.89		8,016.38

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.12	0.13	1.15	0.00	0.23	0.01	0.24	0.01	0.01	0.02		160.23		0.01		160.44
Total	0.12	0.13	1.15	0.00	0.23	0.01	0.24	0.01	0.01	0.02		160.23		0.01		160.44

3.2 Site Preparation - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.07	0.00	18.07	9.93	0.00	9.93						0.00
Off-Road	9.90	79.99	45.35	0.07		3.93	3.93		3.93	3.93	0.00	7,997.69		0.89		8,016.38
Total	9.90	79.99	45.35	0.07	18.07	3.93	22.00	9.93	3.93	13.86	0.00	7,997.69		0.89		8,016.38

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.12	0.13	1.15	0.00	0.01	0.01	0.02	0.01	0.01	0.02		160.23		0.01		160.44
Total	0.12	0.13	1.15	0.00	0.01	0.01	0.02	0.01	0.01	0.02		160.23		0.01		160.44

3.3 Grading - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.14	0.00	6.14	3.31	0.00	3.31						0.00
Off-Road	6.36	48.81	31.00	0.05		2.73	2.73		2.73	2.73		5,240.06		0.57		5,252.04
Total	6.36	48.81	31.00	0.05	6.14	2.73	8.87	3.31	2.73	6.04		5,240.06		0.57		5,252.04

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.10	0.11	0.96	0.00	0.20	0.01	0.20	0.01	0.01	0.01		133.52		0.01		133.70
Total	0.10	0.11	0.96	0.00	0.20	0.01	0.20	0.01	0.01	0.01		133.52		0.01		133.70

3.3 Grading - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.14	0.00	6.14	3.31	0.00	3.31						0.00
Off-Road	6.36	48.81	31.00	0.05		2.73	2.73		2.73	2.73	0.00	5,240.06		0.57		5,252.04
Total	6.36	48.81	31.00	0.05	6.14	2.73	8.87	3.31	2.73	6.04	0.00	5,240.06		0.57		5,252.04

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.10	0.11	0.96	0.00	0.01	0.01	0.01	0.01	0.01	0.01		133.52		0.01		133.70
Total	0.10	0.11	0.96	0.00	0.01	0.01	0.01	0.01	0.01	0.01		133.52		0.01		133.70

3.4 Building Construction - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	5.17	34.66	23.45	0.04		2.28	2.28		2.28	2.28		4,040.62		0.46		4,050.31
Total	5.17	34.66	23.45	0.04		2.28	2.28		2.28	2.28		4,040.62		0.46		4,050.31

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	1.00	11.40	7.19	0.02	0.64	0.35	1.00	0.05	0.35	0.40		1,926.45		0.05		1,927.47
Worker	1.12	1.25	10.71	0.02	2.19	0.06	2.25	0.08	0.06	0.14		1,495.45		0.09		1,497.43
Total	2.12	12.65	17.90	0.04	2.83	0.41	3.25	0.13	0.41	0.54		3,421.90		0.14		3,424.90

3.4 Building Construction - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	5.17	34.66	23.45	0.04		2.28	2.28		2.28	2.28	0.00	4,040.62		0.46		4,050.31
Total	5.17	34.66	23.45	0.04		2.28	2.28		2.28	2.28	0.00	4,040.62		0.46		4,050.31

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	1.00	11.40	7.19	0.02	0.05	0.35	0.40	0.05	0.35	0.40		1,926.45		0.05		1,927.47
Worker	1.12	1.25	10.71	0.02	0.08	0.06	0.14	0.08	0.06	0.14		1,495.45		0.09		1,497.43
Total	2.12	12.65	17.90	0.04	0.13	0.41	0.54	0.13	0.41	0.54		3,421.90		0.14		3,424.90

3.4 Building Construction - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.74	32.06	23.20	0.04		2.02	2.02		2.02	2.02		4,040.61		0.42		4,049.51
Total	4.74	32.06	23.20	0.04		2.02	2.02		2.02	2.02		4,040.61		0.42		4,049.51

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.91	10.47	6.60	0.02	0.64	0.32	0.97	0.05	0.32	0.37		1,926.49		0.04		1,927.43
Worker	1.02	1.13	9.66	0.02	2.19	0.06	2.25	0.08	0.06	0.14		1,475.81		0.09		1,477.64
Total	1.93	11.60	16.26	0.04	2.83	0.38	3.22	0.13	0.38	0.51		3,402.30		0.13		3,405.07

3.4 Building Construction - 2014

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.74	32.06	23.20	0.04		2.02	2.02		2.02	2.02	0.00	4,040.61		0.42		4,049.51
Total	4.74	32.06	23.20	0.04		2.02	2.02		2.02	2.02	0.00	4,040.61		0.42		4,049.51

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.91	10.47	6.60	0.02	0.05	0.32	0.37	0.05	0.32	0.37		1,926.49		0.04		1,927.43
Worker	1.02	1.13	9.66	0.02	0.08	0.06	0.14	0.08	0.06	0.14		1,475.81		0.09		1,477.64
Total	1.93	11.60	16.26	0.04	0.13	0.38	0.51	0.13	0.38	0.51		3,402.30		0.13		3,405.07

3.5 Paving - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	5.20	32.09	20.70	0.03		2.74	2.74		2.74	2.74		2,917.65		0.47		2,927.48
Paving	0.27					0.00	0.00		0.00	0.00						0.00
Total	5.47	32.09	20.70	0.03		2.74	2.74		2.74	2.74		2,917.65		0.47		2,927.48

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.09	0.10	0.86	0.00	0.20	0.01	0.20	0.01	0.01	0.01		131.77		0.01		131.93
Total	0.09	0.10	0.86	0.00	0.20	0.01	0.20	0.01	0.01	0.01		131.77		0.01		131.93

3.5 Paving - 2014

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	5.20	32.09	20.70	0.03		2.74	2.74		2.74	2.74	0.00	2,917.65		0.47		2,927.48
Paving	0.27					0.00	0.00		0.00	0.00						0.00
Total	5.47	32.09	20.70	0.03		2.74	2.74		2.74	2.74	0.00	2,917.65		0.47		2,927.48

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.09	0.10	0.86	0.00	0.01	0.01	0.01	0.01	0.01	0.01		131.77		0.01		131.93
Total	0.09	0.10	0.86	0.00	0.01	0.01	0.01	0.01	0.01	0.01		131.77		0.01		131.93

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	23.86	66.15	222.36	0.20	21.96	1.92	23.88	0.78	1.92	2.70		21,857.19		1.34		21,885.43
Unmitigated	23.86	66.15	222.36	0.20	21.96	1.92	23.88	0.78	1.92	2.70		21,857.19		1.34		21,885.43
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Fast Food Restaurant with Drive Thru	1,240.30	1,805.08	1356.80	1,249,777	1,249,777
General Office Building	1,112.01	239.37	98.98	2,013,674	2,013,674
Parking Lot	0.00	0.00	0.00		
Quality Restaurant	737.59	773.75	591.71	856,313	856,313
Strip Mall	886.40	840.80	408.60	1,249,935	1,249,935
Total	3,976.30	3,659.00	2,456.09	5,369,698	5,369,698

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Fast Food Restaurant with Drive Thru	9.50	7.30	7.30	2.20	78.80	19.00
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00
Quality Restaurant	9.50	7.30	7.30	12.00	69.00	19.00
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.09	0.86	0.72	0.01		0.00	0.07		0.00	0.07		1,027.10		0.02	0.02	1,033.35
NaturalGas Unmitigated	0.09	0.86	0.72	0.01		0.00	0.07		0.00	0.07		1,027.10		0.02	0.02	1,033.35
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Fast Food Restaurant with Drive Thru	763.973	0.01	0.07	0.06	0.00		0.00	0.01		0.00	0.01		89.88		0.00	0.00	90.43
General Office Building	4787.12	0.05	0.47	0.39	0.00		0.00	0.04		0.00	0.04		563.19		0.01	0.01	566.62
Parking Lot	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Quality Restaurant	2505.83	0.03	0.25	0.21	0.00		0.00	0.02		0.00	0.02		294.80		0.01	0.01	296.60
Strip Mall	673.425	0.01	0.07	0.06	0.00		0.00	0.01		0.00	0.01		79.23		0.00	0.00	79.71
Total		0.10	0.86	0.72	0.00		0.00	0.08		0.00	0.08		1,027.10		0.02	0.02	1,033.36

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Fast Food Restaurant with Drive Thru	0.763973	0.01	0.07	0.06	0.00		0.00	0.01		0.00	0.01		89.88		0.00	0.00	90.43
General Office Building	4.78712	0.05	0.47	0.39	0.00		0.00	0.04		0.00	0.04		563.19		0.01	0.01	566.62
Parking Lot	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Quality Restaurant	2.50583	0.03	0.25	0.21	0.00		0.00	0.02		0.00	0.02		294.80		0.01	0.01	296.60
Strip Mall	0.673425	0.01	0.07	0.06	0.00		0.00	0.01		0.00	0.01		79.23		0.00	0.00	79.71
Total		0.10	0.86	0.72	0.00		0.00	0.08		0.00	0.08		1,027.10		0.02	0.02	1,033.36

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	11.91	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Unmitigated	11.91	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.72					0.00	0.00		0.00	0.00						0.00
Consumer Products	9.19					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	11.91	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.72					0.00	0.00		0.00	0.00						0.00
Consumer Products	9.19					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	11.91	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

Appendix B

Biological Resource Data

APPENDIX B
SPECIAL-STATUS SPECIES POTENTIALLY OCCURRING IN THE PROJECT AREA

Scientific Name Common Name	Listing Status: Federal/State/ CNPS	General Habitat	Potential to Occur in the Project Area
Invertebrates			
<i>Branchinecta lynchi</i> Vernal pool fairy shrimp	FT/--/--	Found in ephemeral freshwater habitats including alkaline pools, clay flats, vernal pools, vernal lakes, vernal swales, and other types of seasonal wetlands.	Unlikely. No suitable habitat within or adjacent to the Project Area.
<i>Desmocerus californicus dimorphus</i> Valley elderberry longhorn beetle	FT/--/--	Breeds and forages exclusively on elderberry shrubs (<i>Sambucus mexicana</i>) typically associated with riparian forests, riparian woodlands, elderberry savannas, and other Central Valley habitats. Occurs only in the Central Valley of California. Prefers to lay eggs in elderberries 2–8 inches in diameter; some preference shown for “stressed” elderberries.	Unlikely. No suitable habitat within or adjacent to the Project Area.
<i>Lepidurus packardii</i> Vernal pool tadpole shrimp	FE/--/--	Found in ephemeral freshwater habitats including alkaline pools, clay flats, vernal pools, vernal lakes, vernal swales, and other types of seasonal wetlands.	Unlikely. No suitable habitat within or adjacent to the Project Area.
Fish			
<i>Hypomesus transpacificus</i> Delta smelt	FT/--/--	Open surface waters in the Sacramento/San Joaquin Delta. Seasonally in Suisun Bay, Carquinez Strait and San Pablo Bay. Found in Delta estuaries with dense aquatic vegetation and low occurrence of predators. May be affected by downstream sedimentation.	Unlikely. No suitable habitat within or adjacent to the Project Area.
<i>Oncorhynchus mykiss</i> Central Valley steelhead	FT/--/--	This ESU enters the Sacramento and San Joaquin Rivers and their tributaries from July to May; spawning from December to April. Young move to rearing areas in and through the Sacramento and San Joaquin Rivers, Delta, and San Pablo and San Francisco Bays.	Unlikely. No suitable habitat within or adjacent to the Project Area.
<i>Oncorhynchus tshawytscha</i> Central Valley spring-run chinook	FT/--/--	This ESU enters the Sacramento and San Joaquin Rivers and tributaries March to July, spawning from late August to early October. Young move to rearing areas in and through the Sacramento and San Joaquin Rivers, Delta, and San Pablo and San Francisco Bays.	Unlikely. No suitable habitat within or adjacent to the Project Area.
<i>Oncorhynchus tshawytscha</i> Sacramento River winter-run chinook	FE/--/--	Spawns primarily in upper reaches of the mainstem Sacramento River.	Unlikely. No suitable habitat within or adjacent to the Project Area.
<i>Pogonichthys macrolepidotus</i> Sacramento splittail	--/CSC/--	Found mostly in slow-moving marshy sections of rivers, sloughs, backwaters, lakes and rivers in the northern San Francisco Estuary and Central Valley of California. Require floodplains that stay flooded for several weeks for spawning. With the exception of spawning, largely confined to Delta, Suisun Bay, Suisun Marsh, and lower Napa River, lower Petaluma River and parts of the San Francisco Estuary.	Unlikely. No suitable habitat within or adjacent to the Project Area.

APPENDIX B
SPECIAL-STATUS SPECIES POTENTIALLY OCCURRING IN THE PROJECT AREA

Scientific Name Common Name	Listing Status: Federal/State/ CNPS	General Habitat	Potential to Occur in the Project Area
Amphibians			
<i>Ambystoma californiense</i> California tiger salamander	FT/--/--	Annual grassland and grassy understory of valley-foothill hardwood habitats in central and northern California. Needs underground refuges and vernal pools or other seasonal water sources.	Unlikely. No suitable habitat within or adjacent to the Project Area.
<i>Rana draytonii</i> California red-legged frog	FT/--/--	Breeds in slow moving streams, ponds, and marshes with emergent vegetation; forages in nearby uplands within about 200 feet.	Unlikely. No suitable habitat within or adjacent to the Project Area.
Reptiles			
<i>Emys marmorata</i> Western pond turtle	--/CSC/--	Inhabits ponds, marshes, rivers, streams, and irrigation ditches with aquatic vegetation and requires areas of suitable basking sites and upland habitat for egg laying.	Unlikely. No suitable habitat within or adjacent to the Project Area.
<i>Thamnophis gigas</i> Giant garter snake	FT/--/--	Found primarily in marshes, sloughs, drainage canals, and irrigation ditches, especially around rice fields, and occasionally in slow-moving creeks in California's interior.	Unlikely. No suitable habitat within or adjacent to the Project Area.
Birds			
<i>Agelaius tricolor</i> Tricolored blackbird	--/CSC/--	Largely endemic to California, most numerous in the Central Valley and nearby vicinity. Typically requires open water, protected nesting substrate, and foraging grounds within vicinity of the nesting colony. Nests in dense thickets of cattails, tules, willow, blackberry, wild rose, and other tall herbs near fresh water. Also nests in agricultural crops (e.g. silage), where colonies are threatened during harvest.	Unlikely. No suitable habitat within or adjacent to the Project Area.
<i>Athene cunicularia</i> burrowing owl	--/CSC/--	Open, dry annual or perennial grasslands, deserts & scrublands characterized by low-growing vegetation. Subterranean nester, dependent upon burrowing mammals.	Low potential. While no potential nesting habitat is located in the Project Area, potential nesting habitat is located along the perimeter of the adjacent agricultural fields.
<i>Buteo swainsoni</i> Swainson's hawk	--/CT/--	Breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, & agricultural or ranch. Requires adjacent suitable foraging areas such as grasslands, or alfalfa or grain fields supporting rodent populations.	High potential. CNDDDB records show an occurrence adjacent to the Project Area. A suitable nest is located within 300-feet of the Project Area. Foraging habitat available in the Project Area.
<i>Charadrius alexandrinus nivosus</i> Western snowy plover	FT/CSC/--	Sandy beaches, salt pond levees and shores of large alkali lakes. Needs sandy, gravelly or friable soils for nesting.	Unlikely. No suitable habitat within or adjacent to the Project Area.
<i>Charadrius montanus</i> Mountain plover (wintering)	--/CSC/--	In California, winters in open short grasslands and plowed agricultural fields in the Central Valley and in foothill valleys west of San Joaquin Valley, and in Imperial Valley. Winters below 1,000 m (3200 ft).	Unlikely. No suitable wintering habitat within or adjacent to the Project Area.

APPENDIX B
SPECIAL-STATUS SPECIES POTENTIALLY OCCURRING IN THE PROJECT AREA

Scientific Name Common Name	Listing Status: Federal/State/ CNPS	General Habitat	Potential to Occur in the Project Area
<i>Elanus leucurus</i> White-tailed kite	--/FP/--	Forages in open grasslands and agricultural fields and marshes. Nests in scattered mature trees within foraging habitat.	Medium potential. Suitable foraging habitat is present within the Project Area; however there are no recorded occurrences.
<i>Riparia riparia</i> Bank swallow	--/CT/--	Banks of rivers, creeks, lakes, and seashores; nests in excavated dirt tunnels near the top of steep banks.	Unlikely. No suitable wintering habitat within or adjacent to the Project Area.
Mammals			
<i>Antrozous pallidus</i> Pallid bat	--/CSC/--	Prefers caves, crevices, hollow trees, or buildings in areas adjacent to open space for foraging. Associated with lower elevations in California.	Unlikely. No suitable wintering habitat within or adjacent to the Project Area.
<i>Lasiurus blossevillii</i> western red bat	--/CSC/--	Roosts primarily in trees, 2-40 feet above ground, from sea level up through mixed conifer forests. Prefers habitat edges and mosaics with trees that are protected from above and open below with open areas for foraging.	Unlikely. No suitable wintering habitat within or adjacent to the Project Area.
<i>Taxidea taxus</i> American badger	--/CSC/--	Most abundant in drier open stages of most shrub, forest, and herbaceous habitats, with friable soils.	Unlikely. No suitable wintering habitat within or adjacent to the Project Area.
Plants			
<i>Astragalus tener</i> var. <i>tener</i> Alkali milk-vetch	--/--/1B.2	Annual herb found in playas; valley and foothill grasslands with adobe clay soils; and vernal pools with alkaline soils. Blooms March-June. Elevation: 3 to 197 ft. msl.	Unlikely. No suitable habitat within the study area.
<i>Atriplex cordulata</i> Heartscale	--/--/1B.2	Annual herb found in chenopod scrub, meadows and seeps, and valley and foothill grasslands with saline or alkaline soils. Blooms April-Oct. Elevation: 3 to 1,230 ft. msl.	Unlikely. No suitable habitat within the study area.
<i>Atriplex depressa</i> Brittlescale	--/--/1B.2	Annual herb found in chenopod scrub; meadows and seeps; playas; alkali vernal pools with clay soil; and valley and foothill grassland. Blooms April-Oct. Elevation 3 to 1,050 ft. msl.	Unlikely. No suitable habitat within the study area.
<i>Atriplex joaquiniana</i> San Joaquin sparscale	--/--/1B.2	Annual herb found in chenopod scrub; meadows and seeps; playas; and alkali valley and foothill grassland. Blooms April-Oct. Elevation: 3 to 2,740 ft. msl.	Unlikely. No suitable habitat within the study area.
<i>California macrophylla</i> Round-leaved filaree	--/--/1B.1	Annual herb found in cismontane woodland and valley and foothill grasslands. Blooms March-May.	Unlikely. No suitable habitat within the study area.
<i>Chloropyron palmatum</i> Palmate-bracted bird's-beak	FE/CE/1B.1	Annual hemiparasitic herb found in chenopod scrub and alkali valley and foothill grasslands. Blooms May-Oct. Elevation: 16 to 509 ft. msl.	Unlikely. No suitable habitat within the study area.
<i>Hibiscus lasiocarpus</i> var. <i>occidentalis</i> Woolly rose-mallow	--/--/1B.2	Perennial rhizomatous emergent herb found in freshwater marshes and swamps. Blooms June-Sept. Elevation: 0 to 393 ft msl.	Unlikely. No suitable habitat within the study area.

APPENDIX B
SPECIAL-STATUS SPECIES POTENTIALLY OCCURRING IN THE PROJECT AREA

Scientific Name Common Name	Listing Status: Federal/State/ CNPS	General Habitat	Potential to Occur in the Project Area
<i>Lepidium latipes</i> var. <i>heckardii</i> Heckard's pepper-grass	--/--/1B.2	Annual herb found in valley and foothill grasslands (alkaline flats). Blooms March-May. Elevation: 6 to 656 ft msl.	Unlikely. No suitable habitat within the study area.
<i>Navarretia leucocephala</i> ssp. <i>bakeri</i> Baker's navarretia	--/--/1B.1	Annual herb found in wet cismontane woodlands; lower montane coniferous forests; meadows and seeps; valley and foothill grasslands; and vernal pools. Blooms April-July.	Unlikely. No suitable habitat within the study area.
<i>Trifolium hydrophilum</i> Saline clover	--/--/1B.2	Annual herb found in marshes and swamps; valley and foothill grassland (mesic, alkaline); and vernal pools. Blooms April-June.	Unlikely. No suitable habitat within the study area.

SOURCE: USFWS, 2011; CDFG, 2011; CNPS, 2011.

*Species with medium or high potential to occur in the study area are shown in **bold**.

KEY:

Federal: (USFWS)

FE = Listed as Endangered by the Federal Government

FT = Listed as Threatened by the Federal Government

FC = Candidate for listing by the Federal Government

State: (CDFG)

SE = Listed as Endangered by the State of California

ST = Listed as Threatened by the State of California

SR = Listed as Rare by the State of California (plants only)

CSC = California Species of Concern

FP = Fully Protected Species

CNPS: (California Native Plant Society)

List 1A = Plants presumed extinct in California

List 1B = Plants rare, threatened, or endangered in California and elsewhere

List 2 = Plants rare, threatened, or endangered in California but more common elsewhere

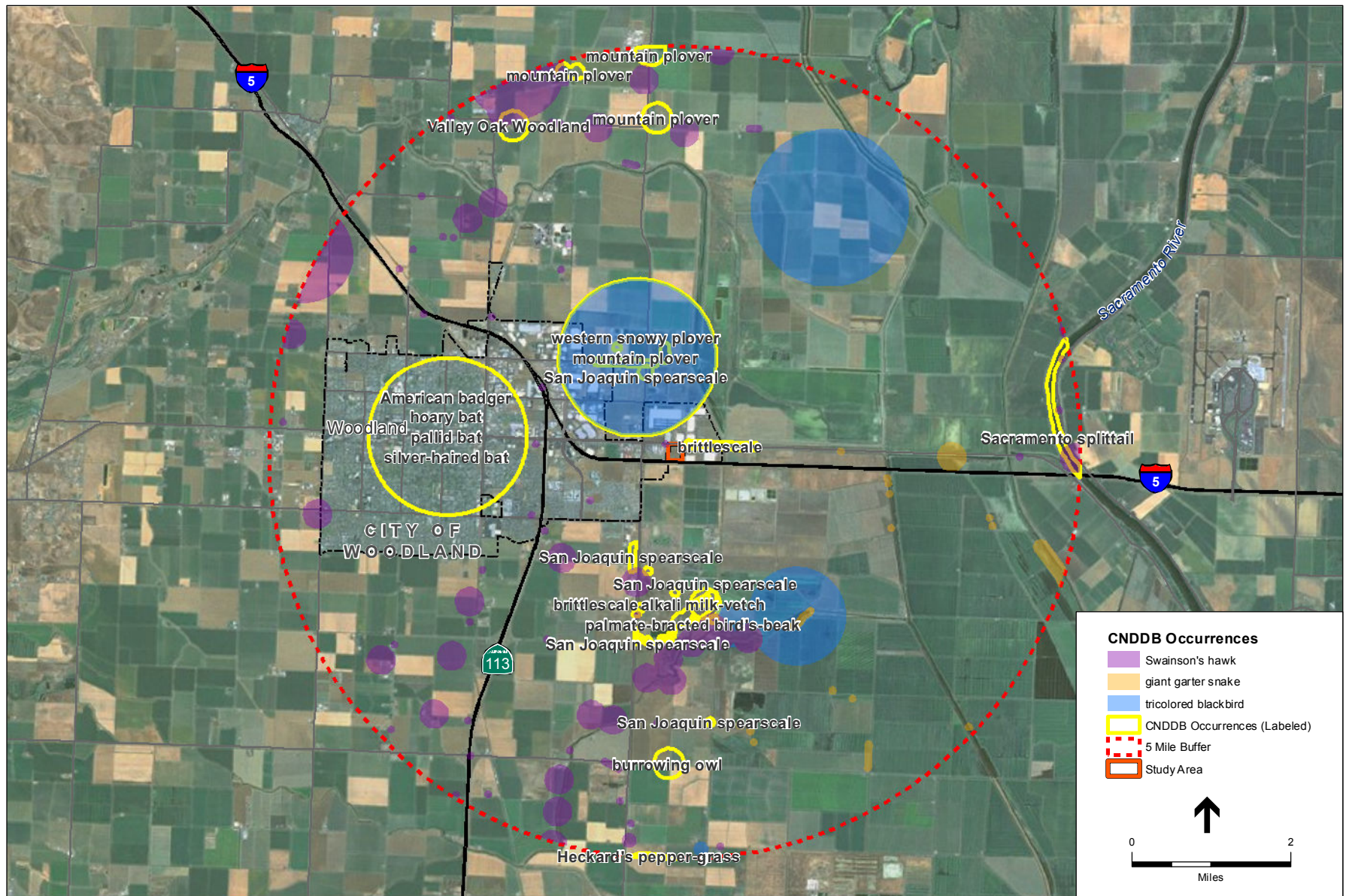
List 3 = Need more information

0.1 = Seriously endangered in California

0.2 = Fairly endangered in California

0.3 = Not very endangered in California

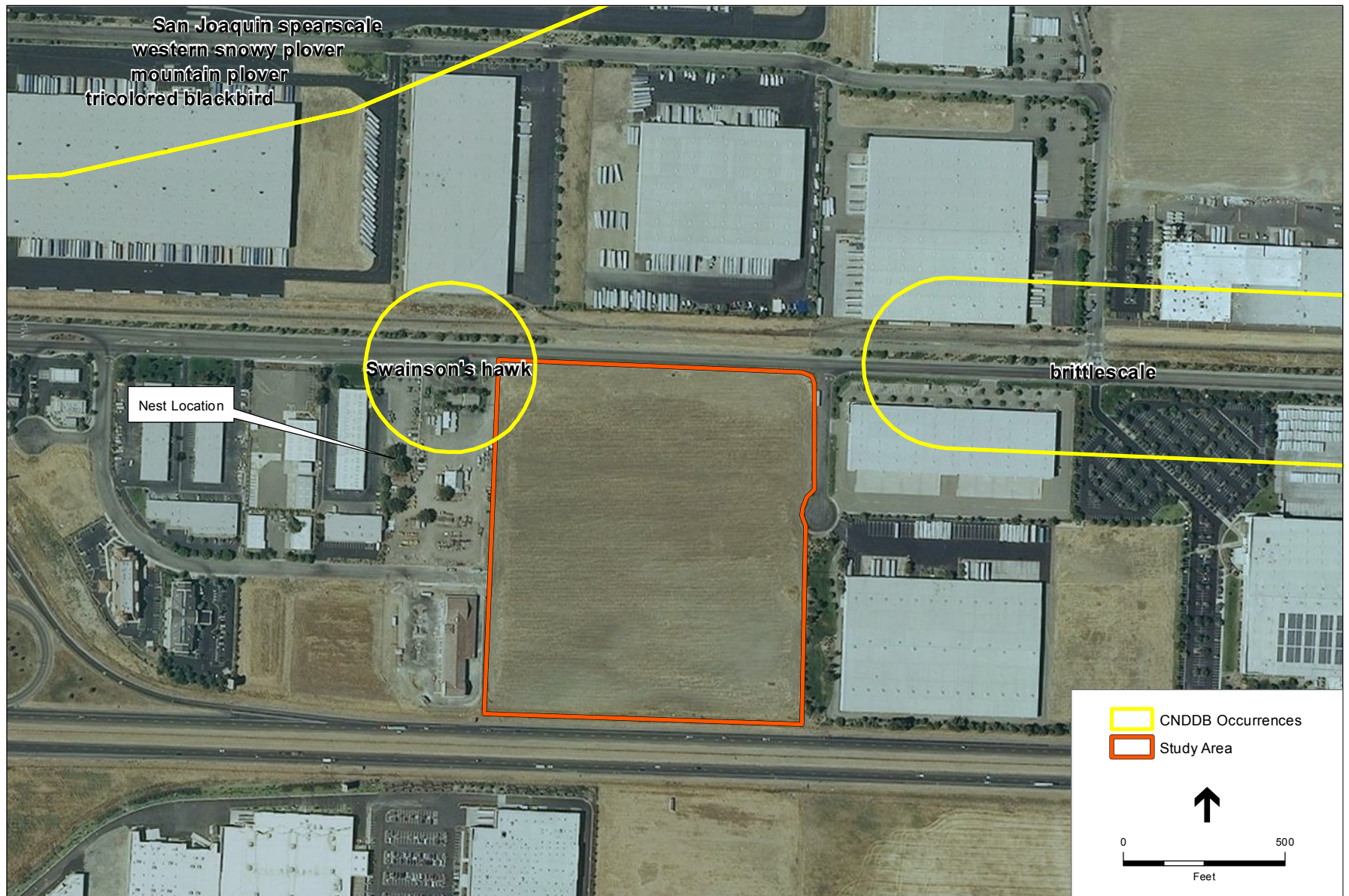
– = **No Listing**



SOURCE: Bing Maps, 2009; ESRI, 2009; CNDDDB, 2012; and ESA, 2012

Panattoni Mixed Use MND. 211147

Figure X
CNDDDB Occurrences



SOURCE: Bing Maps, 2009; ESRI, 2009; CNDDDB, 2012; and ESA, 2012

Panattoni Mixed Use MND. 211147

Figure X
CNDDDB Occurrences with Nest Location

Appendix C

GHG Analysis

March 27, 2012

Mr. Brian J. Grattidge
Environmental Science Associates
2600 Capitol Avenue, Suite 200
Sacramento, CA 95816

Subject: *Woodland Panattoni Development Project*

Dear Mr. Grattidge:

On behalf of KD Anderson & Associates (KDA), I am pleased to submit this report on the impacts of the Woodland Panattoni Development Project on global climate change. Our understanding is this report will be used by the City of Woodland as part of a California Environmental Quality Act (CEQA) Initial Study and Negative Declaration for the proposed project. In compliance with CEQA, this report:

- presents quantified estimates of project-related greenhouse gas (GHG) emissions,
- identifies the significance of the project's impact on global climate change, and
- recommends mitigation measures to reduce the significance of the proposed project.

This report presents the following information:

- an executive summary,
- a description of the proposed Panattoni project,
- significance thresholds for global climate change,
- methods used in global climate change analysis, and
- project-related impacts and mitigation measures.

Executive Summary

The proposed Panattoni project was found to have less-than-significant short-term construction-related impacts on global climate change.

The Panattoni project was found to have significant long-term operational impacts on global climate change. Mitigation measures are recommended which would reduce these impacts to a less-than-significant level.

Project Description

The Panattoni Development Company (Panattoni) proposes to develop a 25-acre mixed use commercial project including automotive dealerships on a currently undeveloped site in the City

of Woodland. The project site is located on East Main Street immediately north of Interstate 5 (I-5) and immediately west of Quality Circle.

Enclosed is a site plan that shows the proposed configuration of the project site. As shown in the site plan, the proposed project would be developed in two phases:

- Phase 1 consists of the two southernmost parcels, which are a total of approximately 12 acres in size. Total Phase 1 development will result in approximately 57,980 square feet of developed uses. Phase 1 consists of two parcels: Parcel A and Parcel B. Parcel A includes a 23,821 square foot automobile dealership, a 992 square foot car wash, and 294 parking stalls. Parcel B includes a 29,675 square foot automobile dealership, a 2,500 square foot detail shop, a 992 square foot car wash, and 440 parking stalls.
- Phase 2 consists of the six northernmost parcels on the project site, which are a total of approximately 11.5 acres in size. Planned land uses under Phase 2 include approximately 101,000 square feet of professional office space, 11,000 square feet of food sales, and 20,000 square feet of retail space.

The size and configuration of the proposed food sales structures, and the presence of drive-through driveways shown on the site plan indicate the food sales structures would be used for fast-food restaurants with drive-through windows.

Additional acreage on the project site would be for access roadways and buffer areas.

Significance Thresholds

The significance of project-related impacts on global climate change is determined for this report by applying two thresholds:

- The first is a *de minimis* threshold to determine the need for additional analysis and mitigation.
- The second is a threshold used to identify the level of mitigation needed to reduce the project-related impact to a less-than-significant level.

De Minimis Threshold. The *de minimis* threshold used in this report is based on an approach presented in the California Air Pollution Control Officers Association (CAPCOA) document *CEQA & Climate Change – Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act* (<http://www.capcoa.org/wp-content/uploads/downloads/2010/05/CAPCOA-White-Paper.pdf>). As noted in the CAPCOA document,

“Specifying a non-zero threshold could be construed as setting a *de minimis* value for a cumulative impact. In effect, this would be indicating that there are certain

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GHG emission sources that are so small that they would not contribute substantially to the global GHG budget. This could be interpreted as allowing public agencies to approve certain projects without requiring any mitigation of their GHG.”

The CAPCOA document presents several potential *de minimis* thresholds. One of the thresholds that is being used by local jurisdictions in California is set at 900 metric tons per year (MT/yr) of carbon dioxide equivalent (CO₂e) emissions. The following is the objective of the 900 MT/yr CO₂e threshold, as described in the CAPCOA document:

“A single quantitative threshold was developed in order to ensure capture of 90 percent or more of likely future discretionary developments. The objective was to set the emission threshold low enough to capture a substantial fraction of future residential and nonresidential development that will be constructed to accommodate future statewide population and job growth, while setting the emission threshold high enough to exclude small development projects that will contribute a relatively small fraction of the cumulative statewide GHG emissions.”

In this report, projects which would generate 900 MT/yr or less of CO₂e emissions are considered to have a less-than-significant impact.

Mitigation Significance Threshold. If a project would generate more than 900 MT/yr of CO₂e emissions, significance criteria presented in the *Greenhouse Gas Emissions* section of Appendix G, the *Environmental Checklist Form* of the *State CEQA Guidelines* are applied in this report. In Appendix G, a project is described as having a potentially significant impact on GHG if it would:

- generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, or
- conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

For this report, the provisions of Assembly Bill (AB) 32 are used to determine whether the project would conflict with “an applicable plan, policy or regulation”. The ARB internet website (<http://www.arb.ca.gov/cc/ab32/ab32.htm>) provides a description of AB 32. AB 32 requires the California Air Resources Board (CARB) to prepare and adopt the *Scoping Plan*. The ARB internet website (<http://www.arb.ca.gov/cc/scopingplan/scopingplan.htm>) also provides a description of the *Scoping Plan*.

To assist land use agencies in addressing GHG emissions in CEQA documents, the San Joaquin Valley Air Pollution Control District (SJVAPCD) prepared the document *Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Project under CEQA*. This document is available on the SJVAPCD website (<http://www.valleyair.org/programs/CCAP/12->

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17-09/3%20CCAP%20-%20FINAL%20LU%20Guidance%20-%20Dec%2017%202009.pdf).
The SJVAPCD document states,

“To be determined to have a less than significant individual and cumulative impact on global climate changes, such projects must be determined to have reduced or mitigated GHG emissions by 29%, consistent with GHG emission reduction targets established in ARB’s AB 32 Scoping Plan.”

In this report, projects that include mitigation measures which reduce project-related GHG emissions by 29 percent or more are considered to be consistent with the AB 32 *Scoping Plan* and, therefore, have a less-than-significant impact on global climate change.

Methodology

The project-related change in GHG emissions was calculated using the CalEEMod emissions model. CalEEMod is a land use emissions computer model designed to provide a platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and GHG emissions associated with both construction and operation of a variety of land use projects. The model quantifies direct emissions from construction and operation (including vehicle use), as well as indirect emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use.

More detailed information on the CalEEMod model is available at the internet website <http://caleemod.com/>.

Construction Emissions. The CalEEMod model was used to estimate short-term construction-related emissions using information presented earlier in the *Project Description* section of this report.

Because project-related construction activity would occur during two separate phases, the impacts of each phase are addressed separately.

Operational Emissions. The CalEEMod model was also used to estimate long-term operational emissions associated with motor vehicles travelling to and from the project site, and emissions associated with operation of on-site facilities. Motor vehicle emissions estimate used trip generation estimate from the project traffic study, *Traffic Signal and Multiway Stop Sign Warrant Analyses, Main Street at Freeway Drive and Main Street at Quality Circle, Woodland*. Emissions associated with operation of on-site facilities used information presented earlier in the *Project Description* section of this report.

The proposed project would be implemented in two phases. The operational air quality impacts of the project would be greatest during the first year of operation of the full project (i.e., Phase 1 plus Phase 2). Therefore, this report describes the operational impact of the project during the first year of operation of the full project.

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Output files from the CalEEMod model for the analysis of both construction-related emissions and operational emissions are enclosed.

Impacts and Mitigation Measures

The following describes construction-related and operational impacts of the Woodland Panattoni Development Project on global climate change.

Construction-Related Impacts. The following is a description of construction-related impacts of the Woodland Panattoni Development Project. Because project-related construction activity would occur during two separate phases, the impacts of each phase are addressed separately.

Phase 1. The CalEEMod model was used to estimate the annual CO₂e emissions associated with construction of Phase 1 of the Panattoni Project. As shown in the enclosed CalEEMod model output report, construction of Phase 1 of the project would be expected to generate 608.90 MT/yr of CO₂e emissions. This amount is less than the 900 MT/yr *de minimis* threshold value described in the *Significance Thresholds* section above. Therefore, the construction-related impacts of Phase 1 of the Panattoni Project on global climate change is considered less-than-significant. No mitigation measures are required.

Phase 2. The CalEEMod model was used to estimate the annual CO₂e emissions associated with construction of Phase 2 of the Panattoni Project. As shown in the enclosed CalEEMod model output report, construction of Phase 2 of the project would be expected to generate 654.43 MT/yr of CO₂e emissions. This amount is less than the 900 MT/yr *de minimis* threshold value described in the *Significance Thresholds* section above. Therefore, the construction-related impacts of Phase 2 of the Panattoni Project on global climate change is considered less-than-significant. No mitigation measures are required.

Operational Impacts. The CalEEMod model was used to estimate the annual CO₂e emissions associated with operation of build-out of the Panattoni Project. As shown in the enclosed CalEEMod model output report, operation of the project without mitigation measures would be expected to generate 6,517.78 MT/yr of CO₂e emissions. This amount is more than the 900 MT/yr *de minimis* threshold value described in the *Significance Thresholds* section above. Therefore, the unmitigated operational impacts of the Panattoni Project on global climate change is considered significant.

The CalEEMod model was used to estimate the effectiveness of mitigation measures to reduce project-related operational GHG emissions. Implementation of the following mitigation measures would reduce this impact to a less-than-significant level.

Land Use Mitigation Measure

The following mitigation measure would reduce GHG emissions by 1,543.51 MT/yr, which is 23.68 percent of total unmitigated emissions:

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- Replace 8,500 square feet of Fast Food Restaurant with Drive-Through Window land use with High-Turnover (Sit-Down) Restaurant land use, limiting the amount of Fast Food Restaurant with Drive-Through Window land use to 2,500 square feet

Mobile Source Mitigation Measures

The following mitigation measures would reduce GHG emissions by 262.91 MT/yr, which is 4.03 percent of total unmitigated emissions:

- Implement a Neighborhood Electric Vehicle (NEV) Network
- Implement programs to involve 10 percent of employees working a 9/80 alternative work schedule
- Implement programs to involve 5 percent of employees working a 4/40 alternative work schedule
- Implement programs to involve 5 percent of employees telecommuting 1.5 days (primarily office employees)
- Implement programs to involve 10 percent of employees eligible for a ride-sharing program

Energy Consumption Mitigation Measures

The following mitigation measures would reduce GHG emissions by 154.19 MT/yr, which is 2.37 percent of total unmitigated emissions:

- Design buildings to exceed of Title 24 requirements by 25 percent
- Design buildings to achieve 25 percent lighting energy reduction due to high efficiency lighting

Water Consumption Mitigation Measures

The following mitigation measures would reduce GHG emissions by 14.91 MT/yr, which is 0.23 percent of total unmitigated emissions:

- install low-flow bathroom faucets (32 percent reduction in flow)
- install low-flow kitchen faucets (18 percent reduction in flow)
- install low-flow toilets (20 percent reduction in flow)
- install low-flow showers (20 percent reduction in flow)
- install water efficient irrigation systems (6.1 percent reduction in flow)

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Solid Waste Mitigation Measure

The following mitigation measure would reduce GHG emissions by 106.07 MT/yr, which is 1.63 percent of total unmitigated emissions:

- Implement programs to achieve a 20 percent reduction in solid waste due to recycling (e.g., office and auto sales) and composting (fast food and restaurant) services

As shown in the enclosed CalEEMod model output report, implementation of the mitigation measures listed above would reduce GHG emissions from an unmitigated total of 6,517.78 MT/yr to a mitigated total of 4,436.20 MT/yr. The sum of the GHG emissions reductions due to the mitigation measures listed above would be 2,081.60 MT/yr (difference between this value and sum of the components listed above is due to rounding). The reduction of 2,081.60 MT/yr of GHG emissions would be a reduction of 31.94 percent. This percent reduction is greater than the 29 percent reduction described in the *Significance Thresholds* section of this report. Therefore, with implementation of the mitigation measures listed above, this impact is considered less than significant.

Closing

Thank you for the opportunity to provide Environmental Science Associates with this report on the impacts of the Woodland Panattoni Development Project on global climate change. If you have any questions about this report, please feel free to contact me at 916/205-7032, or via E-mail at wshijo@kdnderson.com.

Sincerely,

KD Anderson & Associates, Inc.

A handwritten signature in black ink, appearing to read 'Wayne Shijo', with a stylized, flowing script.

Wayne Shijo
Project Manager

enclosures

KDA



MASTER PLAN

VICINITY MAP



SITE DEVELOPMENT SUMMARY:

PHASE-1:

PARCEL-A

- SITE AREA INCLUDING ROAD & BUFFER = 4.84 ACRES
- WOODLAND HOBLIT MOTORS AUTOMOBILE DEALER = 23,821 SF
- CAR WASH = 992 SF
- PARKING PROVIDED = 294 STALLS

PARCEL-B

- SITE AREA INCLUDING ROAD & BUFFER = 7.07 ACRES
- WOODLAND MOTORS AUTOMOBILE DEALER = 29,675 SF
- DETAIL SHOP = 2,500 SF
- CAR WASH = 992 SF
- PARKING PROVIDED = 440 STALLS

PHASE-2:

PARCEL-C

- SITE AREA = 2.62 ACRES
- PROFESSIONAL OFFICE (NOT TO EXCEED) = 37,000 SF

PARCEL-D

- SITE AREA = 4.37 ACRES
- PROFESSIONAL OFFICE (NOT TO EXCEED) = 64,000 SF

PARCEL-E

- SITE AREA = 1.12 ACRES
- FOOD (NOT TO EXCEED). = 5,500 SF

PARCEL-F

- SITE AREA = 1.12 ACRES
- FOOD (NOT TO EXCEED). = 5,500 SF

PARCEL-G

- SITE AREA = 1.12 ACRES
- RETAIL (NOT TO EXCEED) = 10,000 SF

PARCEL-H

- SITE AREA = 1.12 ACRES
- RETAIL (NOT TO EXCEED) = 10,000 SF

PARKING LEGEND

- CUSTOMER PARKING
- SERVICE RECEPTION PARKING
- NEW CAR DELIVERY
- EMPLOYEE PARKING
- NEW & PRE-OWNED CARS
- MISCELLANEOUS PARKING

ARCHITECT



CONSULTANTS

SHEET

MASTER PLAN

PROJECT

WOODLAND MIXED USE MASTER PLAN

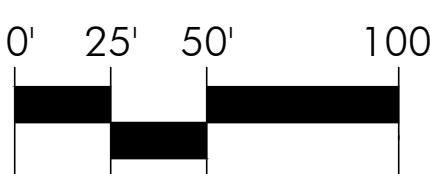
WOODLAND, CA

ONE INCH

If this line is not one inch long, you have received a drawing that has been reproduced at a scale other than 1"=1'.

REF. NORTH

DATE: 12/22/11



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CALEEMOD MODEL OUTPUT REPORTS

FOR THE GLOBAL CLIMATE CHANGE ANALYSIS OF

the Woodland Panattoni Development Project

The following CalEEMod emissions model output files are presented in these technical appendices:

CalEEMod Model Output File
Phase One Construction Emissions

CalEEMod Model Output File
Phase Two Construction Emissions

CalEEMod Model Output File
Buildout Operational Emissions
Unmitigated Emissions

CalEEMod Model Output File
Buildout Operational Emissions
Mitigated Emissions

CalEEMod Model Output File
Phase One Construction Emissions

Woodland Panattoni Project Phase 1 Construction
Yolo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Parking Lot	734	Space
Automobile Care Center	57.98	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Utility Company	Pacific Gas & Electric Company
Climate Zone	2	Precipitation Freq (Days)	54		

1.3 User Entered Comments

Project Characteristics - Automobile Care Center is used as a surrogate for New Car Sales. This file is for construction only. Not for operational emissions.

Land Use - Automobile Care Center used as surrogate for New Car Sales. Vehicle trip rates for New Car Sales used.

Lot Acreage for Parking calculated by CalEEMod based on number of spaces. Lot Acreage for Automobile Care Center equals building square footage.

Construction Phase - Project does not include Demolition. Site Preparation not needed; site already prepared. Dates adjusted to match April 1, 2013 construction start date. Retained default number of days.

Grading -

Architectural Coating - Set VOC content consistent with YSAQMD Rule 2.14

Vehicle Trips - Automobile Care Center trip rates for weekday, Saturday and Sunday replaced with rates for New Car Sales.

Area Coating - Set VOC content consistent with YSAQMD Rule 2.14

Energy Use -

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2013											0.00	607.81	607.81	0.05	0.00	608.90
2014											0.00	199.58	199.58	0.02	0.00	199.95
Total											0.00	807.39	807.39	0.07	0.00	808.85

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2013											0.00	607.81	607.81	0.05	0.00	608.90
2014											0.00	199.58	199.58	0.02	0.00	199.95
Total											0.00	807.39	807.39	0.07	0.00	808.85

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area											0.00	0.00	0.00	0.00	0.00	0.00
Energy											0.00	216.36	216.36	0.01	0.00	217.70
Mobile											0.00	892.05	892.05	0.04	0.00	892.98
Waste											44.96	0.00	44.96	2.66	0.00	100.75
Water											0.00	12.05	12.05	0.17	0.00	16.90
Total											44.96	1,120.46	1,165.42	2.88	0.00	1,228.33

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area											0.00	0.00	0.00	0.00	0.00	0.00
Energy											0.00	216.36	216.36	0.01	0.00	217.70
Mobile											0.00	892.05	892.05	0.04	0.00	892.98
Waste											44.96	0.00	44.96	2.66	0.00	100.75
Water											0.00	12.05	12.05	0.17	0.00	16.90
Total											44.96	1,120.46	1,165.42	2.88	0.00	1,228.33

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 Grading - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust											0.00	0.00	0.00	0.00	0.00	0.00
Off-Road											0.00	47.52	47.52	0.01	0.00	47.63
Total											0.00	47.52	47.52	0.01	0.00	47.63

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling											0.00	0.00	0.00	0.00	0.00	0.00
Vendor											0.00	0.00	0.00	0.00	0.00	0.00
Worker											0.00	1.26	1.26	0.00	0.00	1.27
Total											0.00	1.26	1.26	0.00	0.00	1.27

3.2 Grading - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust											0.00	0.00	0.00	0.00	0.00	0.00
Off-Road											0.00	47.52	47.52	0.01	0.00	47.63
Total											0.00	47.52	47.52	0.01	0.00	47.63

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling											0.00	0.00	0.00	0.00	0.00	0.00
Vendor											0.00	0.00	0.00	0.00	0.00	0.00
Worker											0.00	1.26	1.26	0.00	0.00	1.27
Total											0.00	1.26	1.26	0.00	0.00	1.27

3.3 Building Construction - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road											0.00	324.32	324.32	0.04	0.00	325.09
Total											0.00	324.32	324.32	0.04	0.00	325.09

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling											0.00	0.00	0.00	0.00	0.00	0.00
Vendor											0.00	128.74	128.74	0.00	0.00	128.80
Worker											0.00	105.97	105.97	0.01	0.00	106.11
Total											0.00	234.71	234.71	0.01	0.00	234.91

3.3 Building Construction - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road											0.00	324.32	324.32	0.04	0.00	325.09
Total											0.00	324.32	324.32	0.04	0.00	325.09

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling											0.00	0.00	0.00	0.00	0.00	0.00
Vendor											0.00	128.74	128.74	0.00	0.00	128.80
Worker											0.00	105.97	105.97	0.01	0.00	106.11
Total											0.00	234.71	234.71	0.01	0.00	234.91

3.3 Building Construction - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road											0.00	97.11	97.11	0.01	0.00	97.33
Total											0.00	97.11	97.11	0.01	0.00	97.33

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling											0.00	0.00	0.00	0.00	0.00	0.00
Vendor											0.00	38.55	38.55	0.00	0.00	38.57
Worker											0.00	31.32	31.32	0.00	0.00	31.36
Total											0.00	69.87	69.87	0.00	0.00	69.93

3.3 Building Construction - 2014

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road											0.00	97.11	97.11	0.01	0.00	97.33
Total											0.00	97.11	97.11	0.01	0.00	97.33

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling											0.00	0.00	0.00	0.00	0.00	0.00
Vendor											0.00	38.55	38.55	0.00	0.00	38.57
Worker											0.00	31.32	31.32	0.00	0.00	31.36
Total											0.00	69.87	69.87	0.00	0.00	69.93

3.4 Paving - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road											0.00	26.46	26.46	0.00	0.00	26.55
Paving											0.00	0.00	0.00	0.00	0.00	0.00
Total											0.00	26.46	26.46	0.00	0.00	26.55

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling											0.00	0.00	0.00	0.00	0.00	0.00
Vendor											0.00	0.00	0.00	0.00	0.00	0.00
Worker											0.00	1.25	1.25	0.00	0.00	1.25
Total											0.00	1.25	1.25	0.00	0.00	1.25

3.4 Paving - 2014

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road											0.00	26.46	26.46	0.00	0.00	26.55
Paving											0.00	0.00	0.00	0.00	0.00	0.00
Total											0.00	26.46	26.46	0.00	0.00	26.55

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling											0.00	0.00	0.00	0.00	0.00	0.00
Vendor											0.00	0.00	0.00	0.00	0.00	0.00
Worker											0.00	1.25	1.25	0.00	0.00	1.25
Total											0.00	1.25	1.25	0.00	0.00	1.25

3.5 Architectural Coating - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating											0.00	0.00	0.00	0.00	0.00	0.00
Off-Road											0.00	2.55	2.55	0.00	0.00	2.56
Total											0.00	2.55	2.55	0.00	0.00	2.56

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling											0.00	0.00	0.00	0.00	0.00	0.00
Vendor											0.00	0.00	0.00	0.00	0.00	0.00
Worker											0.00	2.33	2.33	0.00	0.00	2.33
Total											0.00	2.33	2.33	0.00	0.00	2.33

3.5 Architectural Coating - 2014

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating											0.00	0.00	0.00	0.00	0.00	0.00
Off-Road											0.00	2.55	2.55	0.00	0.00	2.56
Total											0.00	2.55	2.55	0.00	0.00	2.56

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling											0.00	0.00	0.00	0.00	0.00	0.00
Vendor											0.00	0.00	0.00	0.00	0.00	0.00
Worker											0.00	2.33	2.33	0.00	0.00	2.33
Total											0.00	2.33	2.33	0.00	0.00	2.33

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated											0.00	892.05	892.05	0.04	0.00	892.98
Unmitigated											0.00	892.05	892.05	0.04	0.00	892.98
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	1,933.05	1,219.32	607.63	1,635,484	1,635,484
Parking Lot	0.00	0.00	0.00		
Total	1,933.05	1,219.32	607.63	1,635,484	1,635,484

4.3 Trip Type Information

Land Use	Miles			Trip %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Automobile Care Center	9.50	7.30	7.30	33.00	48.00	19.00
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated											0.00	155.68	155.68	0.01	0.00	156.66
Electricity Unmitigated											0.00	155.68	155.68	0.01	0.00	156.66
NaturalGas Mitigated											0.00	60.67	60.67	0.00	0.00	61.04
NaturalGas Unmitigated											0.00	60.67	60.67	0.00	0.00	61.04
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Automobile Care Center	1.13699e+006											0.00	60.67	60.67	0.00	0.00	61.04
Parking Lot	0											0.00	0.00	0.00	0.00	0.00	0.00
Total												0.00	60.67	60.67	0.00	0.00	61.04

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Automobile Care Center	1.13699e+006											0.00	60.67	60.67	0.00	0.00	61.04
Parking Lot	0											0.00	0.00	0.00	0.00	0.00	0.00
Total												0.00	60.67	60.67	0.00	0.00	61.04

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Automobile Care Center	535155					155.68	0.01	0.00	156.66
Parking Lot	0					0.00	0.00	0.00	0.00
Total						155.68	0.01	0.00	156.66

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Automobile Care Center	535155					155.68	0.01	0.00	156.66
Parking Lot	0					0.00	0.00	0.00	0.00
Total						155.68	0.01	0.00	156.66

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated											0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated											0.00	0.00	0.00	0.00	0.00	0.00
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating											0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products											0.00	0.00	0.00	0.00	0.00	0.00
Landscaping											0.00	0.00	0.00	0.00	0.00	0.00
Total											0.00	0.00	0.00	0.00	0.00	0.00

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating											0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products											0.00	0.00	0.00	0.00	0.00	0.00
Landscaping											0.00	0.00	0.00	0.00	0.00	0.00
Total											0.00	0.00	0.00	0.00	0.00	0.00

7.0 Water Detail

7.1 Mitigation Measures Water

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					12.05	0.17	0.00	16.90
Unmitigated					12.05	0.17	0.00	16.90
Total	NA	NA	NA	NA	NA	NA	NA	NA

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Automobile Care Center	5.45482 / 3.34328					12.05	0.17	0.00	16.90
Parking Lot	0 / 0					0.00	0.00	0.00	0.00
Total						12.05	0.17	0.00	16.90

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Automobile Care Center	5.45482 / 3.34328					12.05	0.17	0.00	16.90
Parking Lot	0 / 0					0.00	0.00	0.00	0.00
Total						12.05	0.17	0.00	16.90

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					44.96	2.66	0.00	100.75
Unmitigated					44.96	2.66	0.00	100.75
Total	NA	NA	NA	NA	NA	NA	NA	NA

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Automobile Care Center	221.48					44.96	2.66	0.00	100.75
Parking Lot	0					0.00	0.00	0.00	0.00
Total						44.96	2.66	0.00	100.75

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Automobile Care Center	221.48					44.96	2.66	0.00	100.75
Parking Lot	0					0.00	0.00	0.00	0.00
Total						44.96	2.66	0.00	100.75

9.0 Vegetation

CalEEMod Model Output File
Phase Two Construction Emissions

Woodland Panattoni Phase 2 Construction
Yolo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Office Building	101	1000sqft
Parking Lot	744	Space
Fast Food Restaurant with Drive Thru	11	1000sqft
High Turnover (Sit Down Restaurant)	0	1000sqft
Strip Mall	20	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Utility Company	Pacific Gas & Electric Company
Climate Zone	2	Precipitation Freq (Days)	54		

1.3 User Entered Comments

Project Characteristics - This file is for construction only. Not for operational emissions.

Land Use - Only Phase 2 land uses included because this file is for construction emissions only. This file is not for operational emissions.

Construction Phase - No demolition or site preparation needed. Construction start date set at 4-1-15. CalEEMod default number of days per phase retained.

Off-road Equipment -

Off-road Equipment -

Trips and VMT -

Grading -

Architectural Coating - VOC content set to 150 to be consistent with YSAQMD Rule 2.14.

Vehicle Trips -

Area Coating - VOC content set to be consistent with YSAQMD Rule 2.14 Section 300.

Energy Use -

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2015											0.00	653.47	653.47	0.05	0.00	654.43
2016											0.00	213.10	213.10	0.02	0.00	213.42
Total											0.00	866.57	866.57	0.07	0.00	867.85

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2015											0.00	653.47	653.47	0.05	0.00	654.43
2016											0.00	213.10	213.10	0.02	0.00	213.42
Total											0.00	866.57	866.57	0.07	0.00	867.85

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area											0.00	0.00	0.00	0.00	0.00	0.00
Energy											0.00	772.00	772.00	0.03	0.01	776.80
Mobile											0.00	4,464.55	4,464.55	0.19	0.00	4,468.60
Waste											49.05	0.00	49.05	2.90	0.00	109.93
Water											0.00	48.44	48.44	0.70	0.02	68.69
Total											49.05	5,284.99	5,334.04	3.82	0.03	5,424.02

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area											0.00	0.00	0.00	0.00	0.00	0.00
Energy											0.00	772.00	772.00	0.03	0.01	776.80
Mobile											0.00	4,464.55	4,464.55	0.19	0.00	4,468.60
Waste											49.05	0.00	49.05	2.90	0.00	109.93
Water											0.00	48.44	48.44	0.70	0.02	68.69
Total											49.05	5,284.99	5,334.04	3.82	0.03	5,424.02

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 Grading - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust											0.00	0.00	0.00	0.00	0.00	0.00
Off-Road											0.00	47.52	47.52	0.00	0.00	47.62
Total											0.00	47.52	47.52	0.00	0.00	47.62

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling											0.00	0.00	0.00	0.00	0.00	0.00
Vendor											0.00	0.00	0.00	0.00	0.00	0.00
Worker											0.00	1.22	1.22	0.00	0.00	1.22
Total											0.00	1.22	1.22	0.00	0.00	1.22

3.2 Grading - 2015

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust											0.00	0.00	0.00	0.00	0.00	0.00
Off-Road											0.00	47.52	47.52	0.00	0.00	47.62
Total											0.00	47.52	47.52	0.00	0.00	47.62

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling											0.00	0.00	0.00	0.00	0.00	0.00
Vendor											0.00	0.00	0.00	0.00	0.00	0.00
Worker											0.00	1.22	1.22	0.00	0.00	1.22
Total											0.00	1.22	1.22	0.00	0.00	1.22

3.3 Building Construction - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road											0.00	324.32	324.32	0.03	0.00	324.97
Total											0.00	324.32	324.32	0.03	0.00	324.97

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling											0.00	0.00	0.00	0.00	0.00	0.00
Vendor											0.00	157.54	157.54	0.00	0.00	157.61
Worker											0.00	122.87	122.87	0.01	0.00	123.01
Total											0.00	280.41	280.41	0.01	0.00	280.62

3.3 Building Construction - 2015

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road											0.00	324.32	324.32	0.03	0.00	324.97
Total											0.00	324.32	324.32	0.03	0.00	324.97

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling											0.00	0.00	0.00	0.00	0.00	0.00
Vendor											0.00	157.54	157.54	0.00	0.00	157.61
Worker											0.00	122.87	122.87	0.01	0.00	123.01
Total											0.00	280.41	280.41	0.01	0.00	280.62

3.3 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road											0.00	97.11	97.11	0.01	0.00	97.29
Total											0.00	97.11	97.11	0.01	0.00	97.29

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling											0.00	0.00	0.00	0.00	0.00	0.00
Vendor											0.00	47.18	47.18	0.00	0.00	47.20
Worker											0.00	35.91	35.91	0.00	0.00	35.95
Total											0.00	83.09	83.09	0.00	0.00	83.15

3.3 Building Construction - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road											0.00	97.11	97.11	0.01	0.00	97.29
Total											0.00	97.11	97.11	0.01	0.00	97.29

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling											0.00	0.00	0.00	0.00	0.00	0.00
Vendor											0.00	47.18	47.18	0.00	0.00	47.20
Worker											0.00	35.91	35.91	0.00	0.00	35.95
Total											0.00	83.09	83.09	0.00	0.00	83.15

3.4 Paving - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road											0.00	26.46	26.46	0.00	0.00	26.54
Paving											0.00	0.00	0.00	0.00	0.00	0.00
Total											0.00	26.46	26.46	0.00	0.00	26.54

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling											0.00	0.00	0.00	0.00	0.00	0.00
Vendor											0.00	0.00	0.00	0.00	0.00	0.00
Worker											0.00	1.19	1.19	0.00	0.00	1.19
Total											0.00	1.19	1.19	0.00	0.00	1.19

3.4 Paving - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road											0.00	26.46	26.46	0.00	0.00	26.54
Paving											0.00	0.00	0.00	0.00	0.00	0.00
Total											0.00	26.46	26.46	0.00	0.00	26.54

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling											0.00	0.00	0.00	0.00	0.00	0.00
Vendor											0.00	0.00	0.00	0.00	0.00	0.00
Worker											0.00	1.19	1.19	0.00	0.00	1.19
Total											0.00	1.19	1.19	0.00	0.00	1.19

3.5 Architectural Coating - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating											0.00	0.00	0.00	0.00	0.00	0.00
Off-Road											0.00	2.55	2.55	0.00	0.00	2.56
Total											0.00	2.55	2.55	0.00	0.00	2.56

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling											0.00	0.00	0.00	0.00	0.00	0.00
Vendor											0.00	0.00	0.00	0.00	0.00	0.00
Worker											0.00	2.69	2.69	0.00	0.00	2.70
Total											0.00	2.69	2.69	0.00	0.00	2.70

3.5 Architectural Coating - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating											0.00	0.00	0.00	0.00	0.00	0.00
Off-Road											0.00	2.55	2.55	0.00	0.00	2.56
Total											0.00	2.55	2.55	0.00	0.00	2.56

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling											0.00	0.00	0.00	0.00	0.00	0.00
Vendor											0.00	0.00	0.00	0.00	0.00	0.00
Worker											0.00	2.69	2.69	0.00	0.00	2.70
Total											0.00	2.69	2.69	0.00	0.00	2.70

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated											0.00	4,464.55	4,464.55	0.19	0.00	4,468.60
Unmitigated											0.00	4,464.55	4,464.55	0.19	0.00	4,468.60
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Fast Food Restaurant with Drive Thru	5,457.32	7,942.33	5969.92	5,499,017	5,499,017
General Office Building	1,112.01	239.37	98.98	2,013,674	2,013,674
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Strip Mall	886.40	840.80	408.60	1,249,935	1,249,935
Total	7,455.73	9,022.50	6,477.50	8,762,625	8,762,625

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Fast Food Restaurant with Drive Thru	9.50	7.30	7.30	2.20	78.80	19.00
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00
High Turnover (Sit Down Restaurant)	9.50	7.30	7.30	8.50	72.50	19.00
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated											0.00	567.43	567.43	0.03	0.01	570.99
Electricity Unmitigated											0.00	567.43	567.43	0.03	0.01	570.99
NaturalGas Mitigated											0.00	204.57	204.57	0.00	0.00	205.82
NaturalGas Unmitigated											0.00	204.57	204.57	0.00	0.00	205.82
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Fast Food Restaurant with Drive Thru	1.22694e+006											0.00	65.47	65.47	0.00	0.00	65.87
General Office Building	1.7473e+006											0.00	93.24	93.24	0.00	0.00	93.81
High Turnover (Sit Down Restaurant)	613470											0.00	32.74	32.74	0.00	0.00	32.94
Parking Lot	0											0.00	0.00	0.00	0.00	0.00	0.00
Strip Mall	245800											0.00	13.12	13.12	0.00	0.00	13.20
Total												0.00	204.57	204.57	0.00	0.00	205.82

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Fast Food Restaurant with Drive Thru	1.22694e+006											0.00	65.47	65.47	0.00	0.00	65.87
General Office Building	1.7473e+006											0.00	93.24	93.24	0.00	0.00	93.81
High Turnover (Sit Down Restaurant)	613470											0.00	32.74	32.74	0.00	0.00	32.94
Parking Lot	0											0.00	0.00	0.00	0.00	0.00	0.00
Strip Mall	245800											0.00	13.12	13.12	0.00	0.00	13.20
Total												0.00	204.57	204.57	0.00	0.00	205.82

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Fast Food Restaurant with Drive Thru	369710					107.55	0.00	0.00	108.23
General Office Building	1.12817e+006					328.20	0.01	0.01	330.25
High Turnover (Sit Down Restaurant)	184855					53.78	0.00	0.00	54.11
Parking Lot	0					0.00	0.00	0.00	0.00
Strip Mall	267800					77.91	0.00	0.00	78.39
Total						567.44	0.01	0.01	570.98

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Fast Food Restaurant with Drive Thru	369710					107.55	0.00	0.00	108.23
General Office Building	1.12817e+006					328.20	0.01	0.01	330.25
High Turnover (Sit Down Restaurant)	184855					53.78	0.00	0.00	54.11
Parking Lot	0					0.00	0.00	0.00	0.00
Strip Mall	267800					77.91	0.00	0.00	78.39
Total						567.44	0.01	0.01	570.98

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated											0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated											0.00	0.00	0.00	0.00	0.00	0.00
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating											0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products											0.00	0.00	0.00	0.00	0.00	0.00
Landscaping											0.00	0.00	0.00	0.00	0.00	0.00
Total											0.00	0.00	0.00	0.00	0.00	0.00

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating											0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products											0.00	0.00	0.00	0.00	0.00	0.00
Landscaping											0.00	0.00	0.00	0.00	0.00	0.00
Total											0.00	0.00	0.00	0.00	0.00	0.00

7.0 Water Detail

7.1 Mitigation Measures Water

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					48.44	0.70	0.02	68.69
Unmitigated					48.44	0.70	0.02	68.69
Total	NA	NA	NA	NA	NA	NA	NA	NA

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Fast Food Restaurant with Drive Thru	3.33887 / 0.213119					5.51	0.10	0.00	8.47
General Office Building	17.9511 / 11.0023					39.66	0.55	0.01	55.63
High Turnover (Sit Down Restaurant)	0 / 0					0.00	0.00	0.00	0.00
Parking Lot	0 / 0					0.00	0.00	0.00	0.00
Strip Mall	1.48145 / 0.907986					3.27	0.05	0.00	4.59
Total						48.44	0.70	0.01	68.69

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Fast Food Restaurant with Drive Thru	3.33887 / 0.213119					5.51	0.10	0.00	8.47
General Office Building	17.9511 / 11.0023					39.66	0.55	0.01	55.63
High Turnover (Sit Down Restaurant)	0 / 0					0.00	0.00	0.00	0.00
Parking Lot	0 / 0					0.00	0.00	0.00	0.00
Strip Mall	1.48145 / 0.907986					3.27	0.05	0.00	4.59
Total						48.44	0.70	0.01	68.69

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					49.05	2.90	0.00	109.93
Unmitigated					49.05	2.90	0.00	109.93
Total	NA	NA	NA	NA	NA	NA	NA	NA

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Fast Food Restaurant with Drive Thru	126.71					25.72	1.52	0.00	57.64
General Office Building	93.93					19.07	1.13	0.00	42.73
High Turnover (Sit Down Restaurant)	0					0.00	0.00	0.00	0.00
Parking Lot	0					0.00	0.00	0.00	0.00
Strip Mall	21					4.26	0.25	0.00	9.55
Total						49.05	2.90	0.00	109.92

8.2 Waste by Land Use

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Fast Food Restaurant with Drive Thru	126.71					25.72	1.52	0.00	57.64
General Office Building	93.93					19.07	1.13	0.00	42.73
High Turnover (Sit Down Restaurant)	0					0.00	0.00	0.00	0.00
Parking Lot	0					0.00	0.00	0.00	0.00
Strip Mall	21					4.26	0.25	0.00	9.55
Total						49.05	2.90	0.00	109.92

9.0 Vegetation

CalEEMod Model Output File
Buildout Operational Emissions
Unmitigated Emissions

Panatonni Operational Buildout Unmitigated
Yolo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Office Building	101	1000sqft
Parking Lot	734	Space
Parking Lot	744	Space
Fast Food Restaurant with Drive Thru	5.5	1000sqft
Fast Food Restaurant with Drive Thru	5.5	1000sqft
Automobile Care Center	57.98	1000sqft
Strip Mall	20	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Utility Company	Pacific Gas & Electric Company
Climate Zone	2	Precipitation Freq (Days)	54		

1.3 User Entered Comments

Project Characteristics - 2016 is first year of operation for built-out project. This file is for operational only, not for construction.

Land Use - Automobile Care Center used as surrogate for New Car Sales. Unmitigated. Land use as proposed (11 KSF Fast Food).

Construction Phase - This file is only for project buildout operational emissions. Construction emissions are calculated separately for each phase, not using this buildout analysis file.

Off-road Equipment - This file is only for buildout operational emissions. The project would be built in phases. So, this file is not used for analysis of construction emissions.

Trips and VMT - This file is only for operational analysis of buildout. Construction emissions of each phase is analyzed in separate files.

Grading - This file is only for buildout operational emissions. The project would be built in phases. So, construction impacts of each phase are analyzed with separate files.

Vehicle Trips - Automobile Care Center trip rates for weekday, Saturday and Sunday replaced with rates for New Car Sales.

Area Coating - VOC content set to 150 g/L, consistent with YSAQMD Rule 2.14

Energy Use -

Architectural Coating -

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2011											0.00	0.00	0.00	0.00	0.00	0.00
Total											0.00	0.00	0.00	0.00	0.00	0.00

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2011											0.00	0.00	0.00	0.00	0.00	0.00
Total											0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area											0.00	0.00	0.00	0.00	0.00	0.00
Energy											0.00	901.85	901.85	0.03	0.02	907.46
Mobile											0.00	5,309.21	5,309.21	0.23	0.00	5,314.05
Waste											94.01	0.00	94.01	5.56	0.00	210.68
Water											0.00	60.50	60.50	0.86	0.02	85.59
Total											94.01	6,271.56	6,365.57	6.68	0.04	6,517.78

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area											0.00	0.00	0.00	0.00	0.00	0.00
Energy											0.00	901.85	901.85	0.03	0.02	907.46
Mobile											0.00	5,309.21	5,309.21	0.23	0.00	5,314.05
Waste											94.01	0.00	94.01	5.56	0.00	210.68
Water											0.00	60.50	60.50	0.86	0.02	85.59
Total											94.01	6,271.56	6,365.57	6.68	0.04	6,517.78

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 Grading - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust											0.00	0.00	0.00	0.00	0.00	0.00
Off-Road											0.00	0.00	0.00	0.00	0.00	0.00
Total											0.00	0.00	0.00	0.00	0.00	0.00

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling											0.00	0.00	0.00	0.00	0.00	0.00
Vendor											0.00	0.00	0.00	0.00	0.00	0.00
Worker											0.00	0.00	0.00	0.00	0.00	0.00
Total											0.00	0.00	0.00	0.00	0.00	0.00

3.2 Grading - 2011

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust											0.00	0.00	0.00	0.00	0.00	0.00
Off-Road											0.00	0.00	0.00	0.00	0.00	0.00
Total											0.00	0.00	0.00	0.00	0.00	0.00

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling											0.00	0.00	0.00	0.00	0.00	0.00
Vendor											0.00	0.00	0.00	0.00	0.00	0.00
Worker											0.00	0.00	0.00	0.00	0.00	0.00
Total											0.00	0.00	0.00	0.00	0.00	0.00

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated											0.00	5,309.21	5,309.21	0.23	0.00	5,314.05
Unmitigated											0.00	5,309.21	5,309.21	0.23	0.00	5,314.05
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	1,933.05	1,219.32	607.63	1,635,484	1,635,484
Fast Food Restaurant with Drive Thru	2,728.66	3,971.17	2984.96	2,749,508	2,749,508
Fast Food Restaurant with Drive Thru	2,728.66	3,971.17	2984.96	2,749,508	2,749,508
General Office Building	1,112.01	239.37	98.98	2,013,674	2,013,674
Parking Lot	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Strip Mall	886.40	840.80	408.60	1,249,935	1,249,935
Total	9,388.78	10,241.82	7,085.13	10,398,109	10,398,109

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Automobile Care Center	9.50	7.30	7.30	33.00	48.00	19.00
Fast Food Restaurant with Drive Thru	9.50	7.30	7.30	2.20	78.80	19.00
Fast Food Restaurant with Drive Thru	9.50	7.30	7.30	2.20	78.80	19.00
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated											0.00	669.34	669.34	0.03	0.01	673.53
Electricity Unmitigated											0.00	669.34	669.34	0.03	0.01	673.53
NaturalGas Mitigated											0.00	232.51	232.51	0.00	0.00	233.92
NaturalGas Unmitigated											0.00	232.51	232.51	0.00	0.00	233.92
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Automobile Care Center	1.13699e+006											0.00	60.67	60.67	0.00	0.00	61.04
Fast Food Restaurant with Drive Thru	613470											0.00	65.47	65.47	0.00	0.00	65.87
General Office Building	1.7473e+006											0.00	93.24	93.24	0.00	0.00	93.81
Parking Lot	0											0.00	0.00	0.00	0.00	0.00	0.00
Strip Mall	245800											0.00	13.12	13.12	0.00	0.00	13.20
Total												0.00	232.50	232.50	0.00	0.00	233.92

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Automobile Care Center	1.13699e+006											0.00	60.67	60.67	0.00	0.00	61.04
Fast Food Restaurant with Drive Thru	613470											0.00	65.47	65.47	0.00	0.00	65.87
General Office Building	1.7473e+006											0.00	93.24	93.24	0.00	0.00	93.81
Parking Lot	0											0.00	0.00	0.00	0.00	0.00	0.00
Strip Mall	245800											0.00	13.12	13.12	0.00	0.00	13.20
Total												0.00	232.50	232.50	0.00	0.00	233.92

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Automobile Care Center	535155					155.68	0.01	0.00	156.66
Fast Food Restaurant with Drive Thru	184855					107.55	0.00	0.00	108.23
General Office Building	1.12817e+006					328.20	0.01	0.01	330.25
Parking Lot	0					0.00	0.00	0.00	0.00
Strip Mall	267800					77.91	0.00	0.00	78.39
Total						669.34	0.02	0.01	673.53

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Automobile Care Center	535155					155.68	0.01	0.00	156.66
Fast Food Restaurant with Drive Thru	184855					107.55	0.00	0.00	108.23
General Office Building	1.12817e+006					328.20	0.01	0.01	330.25
Parking Lot	0					0.00	0.00	0.00	0.00
Strip Mall	267800					77.91	0.00	0.00	78.39
Total						669.34	0.02	0.01	673.53

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated											0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated											0.00	0.00	0.00	0.00	0.00	0.00
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating											0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products											0.00	0.00	0.00	0.00	0.00	0.00
Landscaping											0.00	0.00	0.00	0.00	0.00	0.00
Total											0.00	0.00	0.00	0.00	0.00	0.00

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating											0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products											0.00	0.00	0.00	0.00	0.00	0.00
Landscaping											0.00	0.00	0.00	0.00	0.00	0.00
Total											0.00	0.00	0.00	0.00	0.00	0.00

7.0 Water Detail

7.1 Mitigation Measures Water

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					60.50	0.86	0.02	85.59
Unmitigated					60.50	0.86	0.02	85.59
Total	NA	NA	NA	NA	NA	NA	NA	NA

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Automobile Care Center	5.45482 / 3.34328					12.05	0.17	0.00	16.90
Fast Food Restaurant with Drive Thru	3.33887 / 0.213119					5.51	0.10	0.00	8.47
General Office Building	17.9511 / 11.0023					39.66	0.55	0.01	55.63
Parking Lot	0 / 0					0.00	0.00	0.00	0.00
Strip Mall	1.48145 / 0.907986					3.27	0.05	0.00	4.59
Total						60.49	0.87	0.01	85.59

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Automobile Care Center	5.45482 / 3.34328					12.05	0.17	0.00	16.90
Fast Food Restaurant with Drive Thru	3.33887 / 0.213119					5.51	0.10	0.00	8.47
General Office Building	17.9511 / 11.0023					39.66	0.55	0.01	55.63
Parking Lot	0 / 0					0.00	0.00	0.00	0.00
Strip Mall	1.48145 / 0.907986					3.27	0.05	0.00	4.59
Total						60.49	0.87	0.01	85.59

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					94.01	5.56	0.00	210.68
Unmitigated					94.01	5.56	0.00	210.68
Total	NA	NA	NA	NA	NA	NA	NA	NA

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Automobile Care Center	221.48					44.96	2.66	0.00	100.75
Fast Food Restaurant with Drive Thru	126.71					25.72	1.52	0.00	57.64
General Office Building	93.93					19.07	1.13	0.00	42.73
Parking Lot	0					0.00	0.00	0.00	0.00
Strip Mall	21					4.26	0.25	0.00	9.55
Total						94.01	5.56	0.00	210.67

8.2 Waste by Land Use

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Automobile Care Center	221.48					44.96	2.66	0.00	100.75
Fast Food Restaurant with Drive Thru	126.71					25.72	1.52	0.00	57.64
General Office Building	93.93					19.07	1.13	0.00	42.73
Parking Lot	0					0.00	0.00	0.00	0.00
Strip Mall	21					4.26	0.25	0.00	9.55
Total						94.01	5.56	0.00	210.67

9.0 Vegetation

CalEEMod Model Output File
Buildout Operational Emissions
Mitigated Emissions

Panatonni Operational Mitig - 2500 SF Fast Food
Yolo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Office Building	101	1000sqft
Parking Lot	734	Space
Parking Lot	744	Space
Fast Food Restaurant with Drive Thru	2.5	1000sqft
High Turnover (Sit Down Restaurant)	8.5	1000sqft
Automobile Care Center	57.98	1000sqft
Strip Mall	20	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Utility Company	Pacific Gas & Electric Company
Climate Zone	2	Precipitation Freq (Days)	54		

1.3 User Entered Comments

Project Characteristics - 2016 is first year of operation for built-out project. This file is for mitigated operational emissions.

Land Use - Automobile Care Center used as surrogate for New Car Sales. Fast food land use is limited to 2,500 SF, and replaced with restaurant land use.

Construction Phase - This file is only for buildout mitigated operational emission. This file is not for analysis of construction emissions.

Off-road Equipment - This file is only for buildout operational mitigated emissions. This file is not for analysis of construction emissions.

Trips and VMT - This file is only for buildout operational mitigated emissions. This file is not for analysis of construction emissions.

Grading - This file is only for buildout operational mitigated emissions. This file is not for analysis of construction emissions.

Vehicle Trips - Automobile Care Center trip rates for weekday, Saturday and Sunday replaced with rates for New Car Sales.

Area Coating - VOC content set to 150 g/L, consistent with YSAQMD Rule 2.14

Energy Use -

Mobile Commute Mitigation - Encourage telecommuting (office), alternative work schedules, and require ride-sharing program. Percentages reviewed by ESA & City.

Area Mitigation -

Energy Mitigation - Exceed Title 24 requirements, and install high efficiency lighting. Percentages reviewed by ESA & City.

Water Mitigation - Indoor water use measures, and water-efficient irrigation systems. Percentages are CalEEMod default values.

Waste Mitigation - Recycling for auto sales and office uses. Composting for fast food and restaurant uses. Percentage from Brian G. 3-12-12.

Mobile Land Use Mitigation - NEV network included as electric vehicle chargers. Per CalEEMod User Guide & CAPCOA, 0.5% reduction; consistent with Brian G. 3-12-12.

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2011											0.00	0.00	0.00	0.00	0.00	0.00
Total											0.00	0.00	0.00	0.00	0.00	0.00

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2011											0.00	0.00	0.00	0.00	0.00	0.00
Total											0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area											0.00	0.00	0.00	0.00	0.00	0.00
Energy											0.00	901.85	901.85	0.03	0.02	907.46
Mobile											0.00	3,765.73	3,765.73	0.16	0.00	3,769.07
Waste											94.67	0.00	94.67	5.59	0.00	212.15
Water											0.00	60.50	60.50	0.86	0.02	85.59
Total											94.67	4,728.08	4,822.75	6.64	0.04	4,974.27

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area											0.00	0.00	0.00	0.00	0.00	0.00
Energy											0.00	748.62	748.62	0.03	0.01	753.28
Mobile											0.00	3,503.00	3,503.00	0.15	0.00	3,506.16
Waste											47.33	0.00	47.33	2.80	0.00	106.08
Water											0.00	50.59	50.59	0.69	0.02	70.68
Total											47.33	4,302.21	4,349.54	3.67	0.03	4,436.20

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 Grading - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust											0.00	0.00	0.00	0.00	0.00	0.00
Off-Road											0.00	0.00	0.00	0.00	0.00	0.00
Total											0.00	0.00	0.00	0.00	0.00	0.00

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling											0.00	0.00	0.00	0.00	0.00	0.00
Vendor											0.00	0.00	0.00	0.00	0.00	0.00
Worker											0.00	0.00	0.00	0.00	0.00	0.00
Total											0.00	0.00	0.00	0.00	0.00	0.00

3.2 Grading - 2011

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust											0.00	0.00	0.00	0.00	0.00	0.00
Off-Road											0.00	0.00	0.00	0.00	0.00	0.00
Total											0.00	0.00	0.00	0.00	0.00	0.00

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling											0.00	0.00	0.00	0.00	0.00	0.00
Vendor											0.00	0.00	0.00	0.00	0.00	0.00
Worker											0.00	0.00	0.00	0.00	0.00	0.00
Total											0.00	0.00	0.00	0.00	0.00	0.00

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

Implement NEV Network

Encourage Telecommuting and Alternative Work Schedules

Provide Ride Sharing Program

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated											0.00	3,503.00	3,503.00	0.15	0.00	3,506.16
Unmitigated											0.00	3,765.73	3,765.73	0.16	0.00	3,769.07
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	1,933.05	1,219.32	607.63	1,635,484	1,511,318
Fast Food Restaurant with Drive Thru	1,240.30	1,805.08	1356.80	1,249,777	1,156,705
General Office Building	1,112.01	239.37	98.98	2,013,674	1,860,766
High Turnover (Sit Down Restaurant)	1,080.78	1,346.15	1120.64	1,304,578	1,207,012
Parking Lot	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Strip Mall	886.40	840.80	408.60	1,249,935	1,155,957
Total	6,252.54	5,450.71	3,592.65	7,453,447	6,891,758

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Automobile Care Center	9.50	7.30	7.30	33.00	48.00	19.00
Fast Food Restaurant with Drive Thru	9.50	7.30	7.30	2.20	78.80	19.00
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00
High Turnover (Sit Down Restaurant)	9.50	7.30	7.30	8.50	72.50	19.00
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated											0.00	563.36	563.36	0.03	0.01	566.89
Electricity Unmitigated											0.00	669.34	669.34	0.03	0.01	673.53
NaturalGas Mitigated											0.00	185.26	185.26	0.00	0.00	186.38
NaturalGas Unmitigated											0.00	232.51	232.51	0.00	0.00	233.92
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Automobile Care Center	1.13699e+006											0.00	60.67	60.67	0.00	0.00	61.04
Fast Food Restaurant with Drive Thru	278850											0.00	14.88	14.88	0.00	0.00	14.97
General Office Building	1.7473e+006											0.00	93.24	93.24	0.00	0.00	93.81
High Turnover (Sit Down Restaurant)	948090											0.00	50.59	50.59	0.00	0.00	50.90
Parking Lot	0											0.00	0.00	0.00	0.00	0.00	0.00
Strip Mall	245800											0.00	13.12	13.12	0.00	0.00	13.20
Total												0.00	232.50	232.50	0.00	0.00	233.92

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Automobile Care Center	853611											0.00	45.55	45.55	0.00	0.00	45.83
Fast Food Restaurant with Drive Thru	252156											0.00	13.46	13.46	0.00	0.00	13.54
General Office Building	1.32234e+006											0.00	70.57	70.57	0.00	0.00	70.99
High Turnover (Sit Down Restaurant)	857331											0.00	45.75	45.75	0.00	0.00	46.03
Parking Lot	0											0.00	0.00	0.00	0.00	0.00	0.00
Strip Mall	186150											0.00	9.93	9.93	0.00	0.00	9.99
Total												0.00	185.26	185.26	0.00	0.00	186.38

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Automobile Care Center	535155					155.68	0.01	0.00	156.66
Fast Food Restaurant with Drive Thru	84025					24.44	0.00	0.00	24.60
General Office Building	1.12817e+006					328.20	0.01	0.01	330.25
High Turnover (Sit Down Restaurant)	285685					83.11	0.00	0.00	83.63
Parking Lot	0					0.00	0.00	0.00	0.00
Strip Mall	267800					77.91	0.00	0.00	78.39
Total						669.34	0.02	0.01	673.53

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Automobile Care Center	462246					134.47	0.01	0.00	135.32
Fast Food Restaurant with Drive Thru	74093.8					21.55	0.00	0.00	21.69
General Office Building	937533					272.74	0.01	0.00	274.45
High Turnover (Sit Down Restaurant)	251919					73.29	0.00	0.00	73.75
Parking Lot	0					0.00	0.00	0.00	0.00
Strip Mall	210750					61.31	0.00	0.00	61.69
Total						563.36	0.02	0.00	566.90

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated											0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated											0.00	0.00	0.00	0.00	0.00	0.00
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating											0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products											0.00	0.00	0.00	0.00	0.00	0.00
Landscaping											0.00	0.00	0.00	0.00	0.00	0.00
Total											0.00	0.00	0.00	0.00	0.00	0.00

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating											0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products											0.00	0.00	0.00	0.00	0.00	0.00
Landscaping											0.00	0.00	0.00	0.00	0.00	0.00
Total											0.00	0.00	0.00	0.00	0.00	0.00

7.0 Water Detail

7.1 Mitigation Measures Water

- Install Low Flow Bathroom Faucet
- Install Low Flow Kitchen Faucet
- Install Low Flow Toilet
- Install Low Flow Shower
- Use Water Efficient Irrigation System

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					50.59	0.69	0.02	70.68
Unmitigated					60.50	0.86	0.02	85.59
Total	NA	NA	NA	NA	NA	NA	NA	NA

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Automobile Care Center	5.45482 / 3.34328					12.05	0.17	0.00	16.90
Fast Food Restaurant with Drive Thru	0.758834 / 0.0484362					1.25	0.02	0.00	1.92
General Office Building	17.9511 / 11.0023					39.66	0.55	0.01	55.63
High Turnover (Sit Down Restaurant)	2.58004 / 0.164683					4.26	0.08	0.00	6.54
Parking Lot	0 / 0					0.00	0.00	0.00	0.00
Strip Mall	1.48145 / 0.907986					3.27	0.05	0.00	4.59
Total						60.49	0.87	0.01	85.58

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Automobile Care Center	4.36386 / 3.13934					10.11	0.13	0.00	14.00
Fast Food Restaurant with Drive Thru	0.607067 / 0.0454816					1.01	0.02	0.00	1.55
General Office Building	14.3609 / 10.3312					33.29	0.44	0.01	46.07
High Turnover (Sit Down Restaurant)	2.06403 / 0.154638					3.43	0.06	0.00	5.26
Parking Lot	0 / 0					0.00	0.00	0.00	0.00
Strip Mall	1.18516 / 0.852599					2.75	0.04	0.00	3.80
Total						50.59	0.69	0.01	70.68

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					47.33	2.80	0.00	106.08
Unmitigated					94.67	5.59	0.00	212.15
Total	NA	NA	NA	NA	NA	NA	NA	NA

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Automobile Care Center	221.48					44.96	2.66	0.00	100.75
Fast Food Restaurant with Drive Thru	28.8					5.85	0.35	0.00	13.10
General Office Building	93.93					19.07	1.13	0.00	42.73
High Turnover (Sit Down Restaurant)	101.15					20.53	1.21	0.00	46.01
Parking Lot	0					0.00	0.00	0.00	0.00
Strip Mall	21					4.26	0.25	0.00	9.55
Total						94.67	5.60	0.00	212.14

8.2 Waste by Land Use

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Automobile Care Center	110.74					22.48	1.33	0.00	50.38
Fast Food Restaurant with Drive Thru	14.4					2.92	0.17	0.00	6.55
General Office Building	46.965					9.53	0.56	0.00	21.37
High Turnover (Sit Down Restaurant)	50.575					10.27	0.61	0.00	23.01
Parking Lot	0					0.00	0.00	0.00	0.00
Strip Mall	10.5					2.13	0.13	0.00	4.78
Total						47.33	2.80	0.00	106.09

9.0 Vegetation

Appendix D

Noise Calculations

Traffic Noise Level Estimates

rev. 3/16/07

15m= 49 FEET

7.7688005

freeway drive north of main

existing
existing plus project
cumulative
cumulative plus project

TOTAL # VEHICLES	VEHICLE TYPE %						VEHICLE SPEED			calveno factors			Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
	Auto	Medium Truck	Heavy Truck				Auto	MT	HT	Auto	MT	HT					
	%	Auto	%	MT	%	HT											
	%	Auto	%	MT	%	HT	Auto	k/h	MT	k/h	HT	k/h					
0	97	0	2	0	1	0	55	88	55	88	55	88	#####	610	#NUM!	#NUM!	#NUM!
0	97	0	2	0	1	0	55	88	55	88	55	88	#####	610	#NUM!	#NUM!	#NUM!
0	97	0	2	0	1	0	55	88	55	88	55	88	#####	610	#NUM!	#NUM!	#NUM!
0	97	0	2	0	1	0	55	88	55	88	55	88	#####	610	#NUM!	#NUM!	#NUM!
0	97	0	2	0	1	0	55	88	55	88	55	88	#####	610	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #2: freeway drive south of main

existing
existing plus project
cumulative
cumulative plus project

TOTAL # VEHICLES	VEHICLE TYPE %						VEHICLE SPEED			calveno factors			Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
	Auto	Medium Truck	Heavy Truck				Auto	MT	HT	Auto	MT	HT					
	%	Auto	%	MT	%	HT											
	%	Auto	%	MT	%	HT	Auto	k/h	MT	k/h	HT	k/h					
198	97	192	2	4	1	2	55	88	55	88	55	88	62.8	610	47.8	39.8	0.0
268	97	260	2	5	1	3	55	88	55	88	55	88	64.1	610	49.1	41.1	1.3
315	97	306	2	6	1	3	55	88	55	88	55	88	64.8	610	49.8	41.8	2.0
0	97	0	2	0	1	0	55	88	55	88	55	88	#####	610	#NUM!	#NUM!	#NUM!
0	97	0	2	0	1	0	55	88	55	88	55	88	#####	610	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #3: main east of freeway drive

existing
existing plus project
cumulative
cumulative plus project

TOTAL # VEHICLES	VEHICLE TYPE %						VEHICLE SPEED			calveno factors			Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
	Auto	Medium Truck	Heavy Truck				Auto	MT	HT	Auto	MT	HT					
	%	Auto	%	MT	%	HT											
	%	Auto	%	MT	%	HT	Auto	k/h	MT	k/h	HT	k/h					
340	97	330	2	7	1	3	55	88	55	88	55	88	65.1	610	50.2	42.1	0.0
832	97	807	2	17	1	8	55	88	55	88	55	88	69.0	610	54.1	46.0	3.9
832	97	807	2	17	1	8	55	88	55	88	55	88	69.0	610	54.1	46.0	3.9
0	97	0	2	0	1	0	55	88	55	88	55	88	#####	610	#NUM!	#NUM!	#NUM!
0	97	0	2	0	1	0	55	88	55	88	55	88	#####	610	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #4: main west of freeway drive

existing
existing plus project
cumulative
cumulative plus project

TOTAL # VEHICLES	VEHICLE TYPE %						VEHICLE SPEED			calveno factors			Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
	Auto	Medium Truck	Heavy Truck				Auto	MT	HT	Auto	MT	HT					
	%	Auto	%	MT	%	HT											
	%	Auto	%	MT	%	HT	Auto	k/h	MT	k/h	HT	k/h					
494	97	479	2	10	1	5	55	88	55	88	55	88	66.8	610	51.8	43.8	0.0
1,060	97	1,028	2	21	1	11	55	88	55	88	55	88	70.1	610	55.1	47.1	3.3
1,107	97	1,074	2	22	1	11	55	88	55	88	55	88	70.3	610	55.3	47.3	3.5
0	97	0	2	0	1	0	55	88	55	88	55	88	#####	610	#NUM!	#NUM!	#NUM!
0	97	0	2	0	1	0	55	88	55	88	55	88	#####	610	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #5: n

existing
existing plus project
cumulative
cumulative plus project

TOTAL # VEHICLES	VEHICLE TYPE %						VEHICLE SPEED			calveno factors			Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
	Auto	Medium Truck	Heavy Truck				Auto	MT	HT	Auto	MT	HT					
	%	Auto	%	MT	%	HT											
	%	Auto	%	MT	%	HT	Auto	k/h	MT	k/h	HT	k/h					
0	97	0	2	0	1	0	35	56	35	56	35	56	#####	610	#NUM!	#NUM!	#NUM!
0	97	0	2	0	1	0	35	56	35	56	35	56	#####	610	#NUM!	#NUM!	#NUM!
0	97	0	2	0	1	0	35	56	35	56	35	56	#####	610	#NUM!	#NUM!	#NUM!
0	97	0	2	0	1	0	35	56	35	56	35	56	#####	610	#NUM!	#NUM!	#NUM!
0	97	0	2	0	1	0	35	56	35	56	35	56	#####	610	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #6: s

existing
existing plus project
cumulative
cumulative plus project

TOTAL # VEHICLES	VEHICLE TYPE %						VEHICLE SPEED			calveno factors			Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
	Auto	Medium Truck	Heavy Truck				Auto	MT	HT	Auto	MT	HT					
	%	Auto	%	MT	%	HT											
	%	Auto	%	MT	%	HT	Auto	k/h	MT	k/h	HT	k/h					
14	97	14	2	0	1	0	35	56	35	56	35	56	45.6	610	31.7	23.7	0.0
133	97	129	2	3	1	1	35	56	35	56	35	56	55.4	610	41.5	33.4	9.8
0	97	0	2	0	1	0	35	56	35	56	35	56	#####	610	#NUM!	#NUM!	#NUM!
0	97	0	2	0	1	0	35	56	35	56	35	56	#####	610	#NUM!	#NUM!	#NUM!
0	97	0	2	0	1	0	35	56	35	56	35	56	#####	610	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #7: e	TOTAL # VEHICLES	VEHICLE TYPE %						VEHICLE SPEED				calveno factors			Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario		
		Auto %	Medium Truck		Heavy Truck		Auto k/h	MT k/h	HT k/h	Auto k/h	MT k/h	HT k/h									
			Auto	%	MT	%							HT								
existing	294	97	285	2	6	1	3	35	56	35	56	35	56	58.9	51.7	55.4	61.0	610	44.9	36.9	0.0
existing plus project	353	97	342	2	7	1	4	35	56	35	56	35	56	59.7	52.5	56.2	61.8	610	45.7	37.7	0.8
cumulative	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	610	#NUM!	#NUM!	#NUM!
cumulative plus project	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	610	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	610	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #8: w	TOTAL # VEHICLES	VEHICLE TYPE %						VEHICLE SPEED				calveno factors			Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario		
		Auto %	Medium Truck		Heavy Truck		Auto k/h	MT k/h	HT k/h	Auto k/h	MT	HT									
			Auto	%	MT	%							HT								
existing	296	97	287	2	6	1	3	35	56	35	56	35	56	58.9	51.8	55.5	61.1	610	45.0	36.9	0.0
existing plus project	464	97	450	2	9	1	5	35	56	35	56	35	56	60.8	53.7	57.4	63.0	610	46.9	38.9	2.0
cumulative	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	610	#NUM!	#NUM!	#NUM!
cumulative plus project	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	610	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	610	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #9: n		TOTAL # VEHICLES	VEHICLE TYPE %						VEHICLE SPEED				calveno factors			Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario		
			Auto		Medium Truck		Heavy Truck		Auto		MT		HT		Auto						MT	HT
			%	Auto	%	MT	%	HT	k/h	k/h	k/h	k/h										
existing	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!	
existing plus project	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!	
cumulative	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!	
cumulative plus project	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!	
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!	

ROAD SEGMENT #10: s	TOTAL # VEHICLES	VEHICLE TYPE %						VEHICLE SPEED				calveno factors			Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario		
		Auto		Medium Truck		Heavy Truck		Auto		MT		HT		Auto						MT	HT
		%	Auto	%	MT	%	HT	k/h	k/h	k/h	k/h										
existing	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
existing plus project	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
cumulative	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
cumulative plus project	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #11: e	TOTAL # VEHICLES	VEHICLE TYPE %						VEHICLE SPEED				calveno factors			Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario		
		Auto %	Medium Truck		Heavy Truck		Auto k/h	MT k/h	HT k/h	Auto	MT	HT									
			Auto	%	MT	%							HT								
<u>existing</u>	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
<u>existing plus project</u>	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
<u>cumulative</u>	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
<u>cumulative plus project</u>	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #12: w	TOTAL # VEHICLES	VEHICLE TYPE %						VEHICLE SPEED				calveno factors			Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario		
		Auto		Medium Truck		Heavy Truck		Auto		MT		HT		Auto						MT	HT
		%	Auto	%	MT	%	HT	k/h	k/h	k/h	k/h										
<u>existing</u>	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
<u>existing plus project</u>	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
<u>cumulative</u>	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
<u>cumulative plus project</u>	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

ROAD SEGMENT #16: e	TOTAL # VEHICLES	VEHICLE TYPE %						VEHICLE SPEED						calveno factors	Calculated dBA (15 meters from roadway center)	Receptor Distance from Roadway Center (m.)	Adjusted Level (dBA) 3 dBA Atten	Adjusted Level (dBA) 4.5 dBA Atten	Difference b/t existing and each scenario
		Auto		Medium Truck		Heavy Truck		Auto k/h		MT k/h		HT k/h							
		%	Auto	%	MT	%	HT	%	Auto	%	MT	%	HT						
<u>existing</u>	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
<u>existing plus project</u>	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
<u>cumulative</u>	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	30	#NUM!	#NUM!	#NUM!
<u>cumulative plus project</u>	0	97	0	2	0	1	0	35	56	35	56	35	56	#####	#NUM!	30	#NUM!	#NUM!	#NUM!

panattoni traffic.xls

Appendix E

Traffic Report



March 1, 2012

Mr. Brian Grattidge
ESA
2600 Capitol Avenue, Suite 200
Sacramento, CA 95816

RE: TRAFFIC SIGNAL AND MULTIWAY STOP SIGN WARRANT ANALYSES, MAIN STREET AT FREEWAY DRIVE AND MAIN STREET AT QUALITY CIRCLE, WOODLAND

Dear Mr. Grattidge:

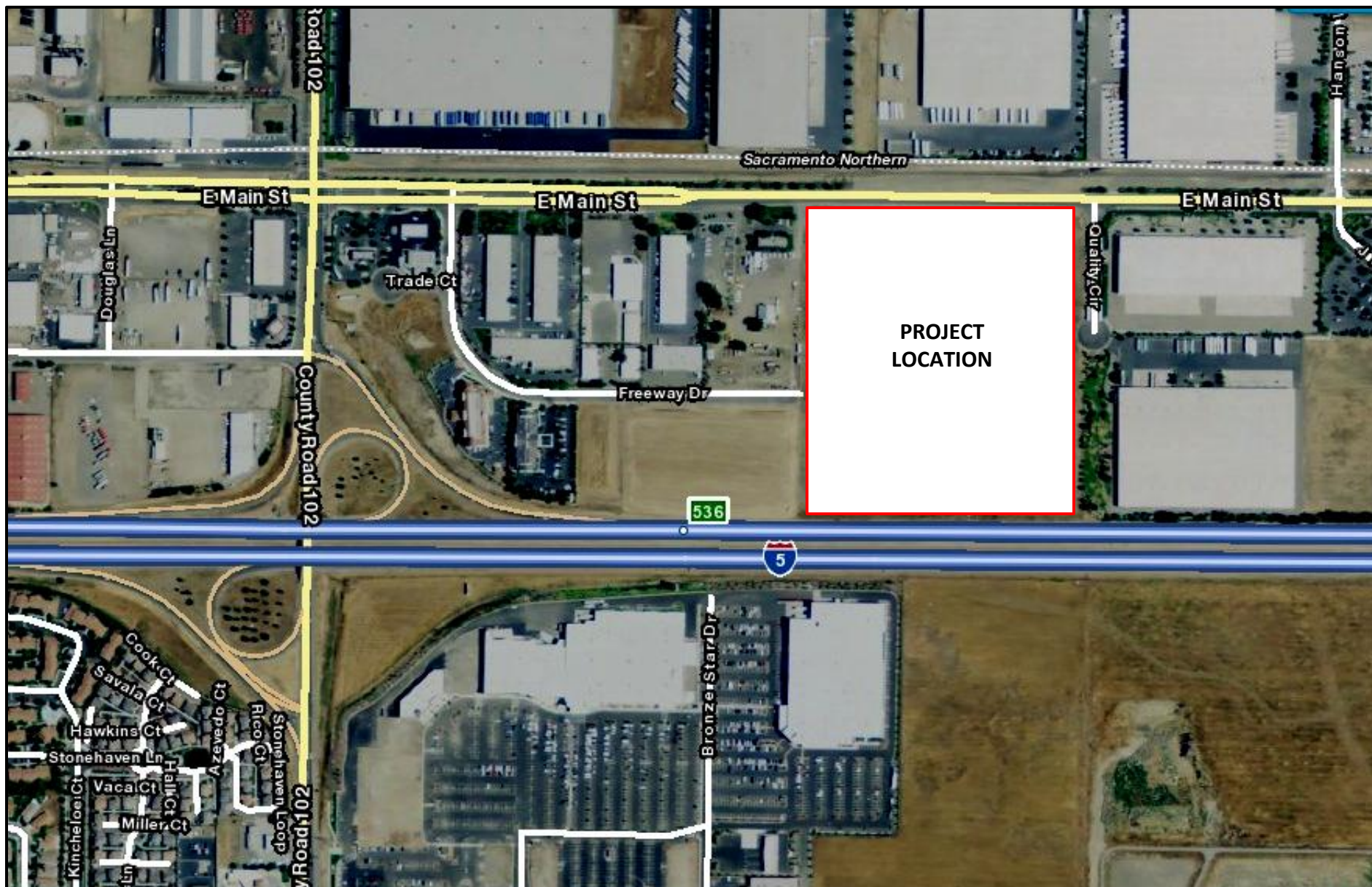
We have completed our review of traffic signal and multiway stop warrant analyses for the Main Street / Freeway Drive and Main Street / Quality Circle intersections in the City of Woodland. This analysis is being conducted as part of the environmental documentation for the Panattoni Development project in the Woodland Industrial Area. The analysis follows the criteria contained in the California Manual on Traffic Control Devices (CA MUTCD), sections 2B.07, *Multiway Stop Applications* and 4C.01, *Studies and Factors for Justifying Traffic Control Signals*.

The City of Woodland has requested that a multiway stop control analysis and a traffic signal warrant analysis be completed to determine whether any change in operational controls is necessary as a result of this project. A level of service analysis was not undertaken as the City has indicated there is adequate capacity to accommodate project traffic.

Location

The Main Street / Freeway Drive and Main Street / Quality Circle intersections are located in the Woodland Industrial Area, north, of Interstate 5 (I-5) and east of County Road 102 (CR 102) in Woodland. Freeway Drive is located about 450' east of CR 102 and provides access to existing commercial businesses including an industrial park and several hotels. The roadway curves to the east and parallels I-5 for about 900' where it dead ends. Quality Circle is located about 2,200' east of Freeway Drive and is a cul-de-sac providing access to industrial park uses. This project will connect the two roadways and provide through access to the project site from two directions. Figure 1 presents an overview of the project location.

Main Street is a four-lane roadway with median islands, left turn lanes and bike lanes west of Freeway Drive to about 800' east of the intersection where it narrows to a two lane roadway with a center turn lane and bike lanes past Quality Circle. The posted speed limit along Main Street is 45 miles per hour (mph) west of CR 102 and 55 mph east of CR 102.



Both Freeway Drive and Quality Circle intersections are minor-street stop controlled. Crosswalks are not present at either intersection, but sidewalk is present along the south side of Main Street from CR 102 to Freeway Drive. The sidewalk continues along the west side of Freeway Drive to Trade Court where it terminates with the end of private property improvements. A short discontinuous segment of sidewalk is present between the driveways of the adjacent industrial park east of the Main Street / Freeway Circle intersection. Sidewalk is not present at the Main Street / Quality Circle intersection or along Quality Circle.

Freeway Drive is a two-lane local roadway that extends from Main Street about 450' east of County Road 102. The roadway extends about 450' perpendicular from Main Street and then turns and extends parallel to I-5 for about 1,000' where it terminates at the west end of the project site. The roadway is an industrial street designation with a 48' curb to curb width. All properties that have been improved along the west and south side of the roadway have sidewalk along their frontages while all properties on the north and east sides do not have sidewalk along the frontages.

Quality Circle is a two-lane local roadway that extends from Main Street about 475' where it terminates as a cul-de-sac at the east end of the project site. The roadway is an industrial street designation with a 48' curb to curb width. The properties along the east side of the roadway have been improved but do not include sidewalk along the frontages.

Data Collection

24-hour traffic counts were conducted on June 1, 2011 along Main Street between CR 102 and Freeway Drive, and between Freeway Drive and Quality Circle. 24-hour counts were also conducted during this time along Freeway Drive and Quality Circle. Turning movement counts were conducted on June 1 and June 2, 2011 during the a.m. and p.m. peak two hour periods at the Main Street / Freeway Drive intersection and the Main Street / Quality Circle intersection representing a typical day. Table 1 presents a synopsis of the peak four hours at each of the intersections. The daily counts and turning movement counts are attached at the end of this letter.

**TABLE 1
TRAFFIC COUNT DATA**

Hour	Eastbound		Westbound		Northbound	
	Right	Thru	Left	Thru	Left	Right
Main Street / Freeway Drive						
7-8 am	23	136	5	89	78	11
8-9 am	43	97	8	98	54	7
4-5 pm	85	135	10	183	91	12
5-6 pm	70	95	6	157	112	6
Main Street / Quality Circle						
7-8 am	5	119	2	95	3	2
8-9 am	4	81	0	82	7	0
4-5 pm	2	126	4	162	6	2
5-6 pm	2	75	5	133	1	2

KDA

School was in session during the count periods although the industrial area would not be expected to see changes in traffic volumes with school out of session.

Approved Projects

The baseline No Project data also included Approved Projects identified in the area by City staff. One approved project was noted, a 66-room hotel along Freeway Drive. Trip generation for this project was developed from traffic generation data provided in the ITE Publication *Trip Generation*, 8th Edition under the hotel land use. This project is expected to generate 589 daily trips, with 44 trips generated during the a.m. peak hour. Of these trips, 26 will be inbound while 18 will be outbound. During the p.m. peak hour the project will generate 46 trips with 23 trips inbound and 23 trips outbound. These trips were added onto the eastbound right and northbound left movements in Table 1 to provide the baseline Existing plus Approved Projects condition.

Trip Generation / Distribution / Assignment

Project traffic was estimated based on the land uses described in the project description provided by ESA. The project is described as a “25-acre mixed use commercial” project including automotive dealerships on a currently undeveloped site in the City of Woodland. The project site is located on East Main Street immediately north of Interstate 5 (I-5) and immediately west of Quality Circle. The project will be developed in two phases; Phase 1 consists of the two southernmost parcels (approximately 12 acres). Phase 1, Parcel A includes a 23,821 square foot automobile dealership, a 992 square foot car wash, and 294 parking stalls. Phase 1, Parcel B includes a 29,675 square foot automobile dealership, a 2,500 square foot detail shop, a 992 square foot car wash, and 440 parking stalls. Total Phase 1 development will result in approximately 57,980 square feet of developed uses. Phase 2 consists of the 6 northernmost parcels on the project site (approximately 11.5 acres). Planned land uses under Phase 2 include approximately 101,000 square feet of professional office space, 11,000 square feet of food sales, and 20,000 square feet of retail space”.

The site plan (Figure 2) indicates that the food sale pads include a drive-thru roadway, implying both pads to be fast-food restaurants. Fast food restaurants are typically 2,500 to 3,000 square foot (sf) pads, therefore, projecting traffic for 11,000 sf of fast food would appear to be overly conservative. As we discussed, a more reasonable approach is to maintain one pad as a drive-thru fast food restaurant at 5,500 sf with the second pad being a sit-down high turnover restaurant; sit-down high turnover restaurants such as Denny’s are typically about 5,500 sf.

Trip generation of the site was developed from traffic generation data provided in the ITE Publication *Trip Generation*, 8th Edition. The land use (LU) codes included LU 841, New Auto Sales; LU 710, General Office Building; LU 932, High Turnover (Sit-Down) Restaurant; LU 934, Fast-Food Restaurant with Drive-Through Window; and LU 814, Specialty Retail Center. The project is divided into two phases with Phase 1 including the two auto dealerships. Phase 2 includes the remaining land uses.

Phase 1 of the project is expected to generate 1,933 daily trips, with 117 trips generated during the a.m. peak hour. Of these trips, 87 will be inbound while 30 will be outbound. During the p.m. peak hour the project will generate 150 trips with 59 trips inbound and 91 trips outbound.

KDA

Phase 2 of the project is expected to generate 5,426 daily trips, with 633 trips generated during the a.m. peak hour. Of these trips, 413 will be inbound while 220 will be outbound. During the p.m. peak hour the project will generate 602 trips with 250 trips inbound and 352 trips outbound.

Trip distribution was developed based on origins and destinations of the proposed users and the location of the site relative to the surrounding roadways. Main Street is the only roadway providing access to the site. Main Street west of the project provides direct access to County Road 102, Interstate 5 and all of Woodland. To the east, Main Street provides access to additional industrial areas within Woodland as well as a route to West Sacramento that traverses the Sacramento River. During periods of high water along the Sacramento River the road can be closed as it crosses the Yolo Causeway. The majority of traffic east of Quality Circle, therefore, is related to the industrial sites to the east. Few trip origins or destinations are located east of the industrial sites between Woodland and West Sacramento.

Almost all trips generated by the site are assumed to travel west towards CR 102. Four access points will be used to access the entire site. One auto dealership will have access via Freeway Drive while the second dealership will access the site via Quality Circle. While vehicles will be able to traverse the site it is unlikely that many motorists will use the other access intersection. Two driveways are identified on the site plan to provide additional access into Phase 2. These include a driveway at the west side of the site along Main Street and a second driveway approximately mid-way between the west side of the site and Quality Circle. Full access is assumed for both driveways.

Project traffic was added to the traffic observed to develop adjusted volumes for each of the study intersections. Table 3 presents the adjusted traffic volumes for the Main Street / Freeway Drive intersection under full site development. These volumes show projected traffic volumes for what was an assumed 14 hours of daily mid-week turning movements. It was assumed that employees may start arriving as early as 7:00 a.m. with business remaining open until 9:00 p.m. The adjusted traffic volumes are based on the daily traffic volume counts conducted in June 2011 with projected traffic added throughout the day to determine the highest 8 hours of traffic at the intersection. Turning movements for existing traffic was based upon percentage splits of the intersection turning movement counts conducted in the a.m. and p.m. peak hours.

KDA



VICINITY MAP



SITE DEVELOPMENT SUMMARY:

PHASE-1:

PARCEL-A

- SITE AREA INCLUDING ROAD & BUFFER 4.84 ACRES
- WOODLAND HOBLIT MOTORS AUTOMOBILE DEALER 23,821 SF
- CAR WASH 992 SF
- PARKING PROVIDED 294 STALLS

PARCEL-B

- SITE AREA INCLUDING ROAD & BUFFER 7.07 ACRES
- WOODLAND MOTORS AUTOMOBILE DEALER 29,675 SF
- DETAIL SHOP 2,500 SF
- CAR WASH 992 SF
- PARKING PROVIDED 440 STALLS

PHASE-2:

PARCEL-C

- SITE AREA 2.62 ACRES
- PROFESSIONAL OFFICE (NOT TO EXCEED) 37,000 SF

PARCEL-D

- SITE AREA 4.37 ACRES
- PROFESSIONAL OFFICE (NOT TO EXCEED) 64,000 SF

PARCEL-E

- SITE AREA 1.12 ACRES
- FOOD (NOT TO EXCEED) 5,500 SF

PARCEL-F

- SITE AREA 1.12 ACRES
- FOOD (NOT TO EXCEED) 5,500 SF

PARCEL-G

- SITE AREA 1.12 ACRES
- RETAIL (NOT TO EXCEED) 10,000 SF

PARCEL-H

- SITE AREA 1.12 ACRES
- RETAIL (NOT TO EXCEED) 10,000 SF

PARKING LEGEND

- CUSTOMER PARKING
- SERVICE RECEPTION PARKING
- NEW CAR DELIVERY
- EMPLOYEE PARKING
- NEW & PRE-OWNED CARS
- MISCELLANEOUS PARKING

ARCHITECT

FVA
FVA ARCHITECTURE PLANNING INTERIORS
ARCHITECTS
CONSULTANTS

SHEET

MASTER PLAN

PROJECT WOODLAND MIXED USE MASTER PLAN

WOODLAND, CA

REF. NORTH
DATE: 12/22/11
JOB NO. WAC-11002
SHEET NO. **A1.1**

TABLE 2
TRIP GENERATION RATES

Land Use	Size	Proposed Site						
		Daily	AM Rate	AM In	AM Out	PM Rate	PM In	PM Out
Phase 1								
A - Hoblit Motors Auto Sales (LU 841)	24.81	33.34	2.03	0.74	0.26	2.59	0.39	0.61
B - Woodland Motors Auto Sales (LU 841)	33.17	33.34	2.03	0.74	0.26	2.59	0.39	0.61
Total Trips								
A - Hoblit Motors Auto Sales		827	50	37	13	64	25	39
B - Woodland Motors Auto Sales		1106	67	50	17	86	34	52
Total Phase 1 Trips		1,933	117	87	30	150	59	91
Phase 2								
C - Professional Offices (LU 710)	37.00	11.01	1.55	0.88	0.12	1.49	0.17	0.83
D - Professional Offices (LU 710)	64.00	11.01	1.55	0.88	0.12	1.49	0.17	0.83
E - High Turnover Sit Down Restaurant (LU 932)	5.50	127.15	11.52	0.51	0.49	11.15	0.52	0.48
F - Fast Food Restaurant (LU 934)	5.50	496.12	49.35	0.52	0.48	33.84	0.59	0.41
G - Retail* (LU 814)	10.00	44.32	1.20	0.60	0.40	2.71	0.44	0.56
H - Retail* (LU 814)	10.00	44.32	1.20	0.60	0.40	2.71	0.44	0.56
Total Trips								
		Daily	AM	AM In	AM Out	PM	PM In	PM Out
C - Professional Offices		407	57	50	7	54	9	45
D - Professional Offices		705	99	87	12	95	16	79
E - High Turnover Sit Down Restaurant		699	63	32	31	61	32	29
F - Fast Food		2729	271	141	130	186	110	76
G - Retail		443	12	7	5	27	12	15
H - Retail		443	12	7	5	27	12	15
Total Phase 2 Trips		5,426	514	324	180	451	191	260
Total Trips		7359	633	413	220	602	250	352

KDA

TABLE 3
ADJUSTED INTERSECTION VOLUMES
FULL BUILDOUT

Hour	Eastbound		Westbound		Total Volume East-West	Northbound		Total Volume North
	Right	Thru	Left	Thru		Left	Right	
Main Street / Freeway Drive								
7-8 am	112	473	6	325	926	97	5	102
8-9 am	125	575	6	387	1093	94	5	99
9-10 am	102	372	5	276	755	113	6	119
10-11am	92	371	7	332	802	113	6	119
11-12 am	93	354	8	385	840	119	7	126
12 -1 pm	106	384	9	479	978	130	7	137
1-2 pm	126	411	8	452	997	116	6	122
2-3 pm	122	343	15	545	1025	136	7	143
3-4 pm	144	363	13	503	1023	135	5	140
4-5 pm	143	341	8	471	963	152	12	164
5-6 pm	112	425	8	524	1069	183	8	191
6-7 pm	95	180	5	264	552	175	9	184
7-8 pm	80	166	5	199	450	142	7	149
8-9 pm	102	173	3	170	448	146	7	153

KDA

TABLE 3 (cont'd)
ADJUSTED INTERSECTION VOLUMES
FULL BUILDOUT

Hour	Eastbound		Westbound		Total Volume East-West	Northbound		Total Volume North
	Right	Thru	Left	Thru		Left	Right	
Main Street / Quality Circle								
7-8 am	82	120	9	95	307	48	3	51
8-9 am	87	106	7	108	302	56	3	59
9-10 am	51	90	6	83	216	49	4	53
10-11am	46	95	6	137	273	43	3	46
11-12 am	70	104	5	141	317	50	5	55
12 -1 pm	76	184	5	176	384	84	5	89
1-2 pm	69	155	6	138	393	98	6	104
2-3 pm	39	303	5	293	472	63	5	68
3-4 pm	46	270	4	261	464	59	4	63
4-5 pm	50	180	6	162	346	72	5	77
5-6 pm	59	160	5	156	315	90	5	95
6-7 pm	69	106	4	97	228	115	2	117
7-8 pm	30	92	1	82	171	89	0	89
8-9 pm	21	63	1	57	104	70	0	70

KDA

Traffic Signal Criteria

The warrant analysis evaluation for Existing plus Phase 1 + Phase 2 traffic was based on the existing traffic data and the projected trip generation, distribution and assignments

The proposed roadway geometry at the Main Street / Freeway Drive intersection includes the following:

Northbound Approach: 1 left – right lane
Eastbound Approach: 1 through lane and 1 through-right lane
Westbound Approach: 1 left turn lane and 2 through lanes

The proposed roadway geometry at the Main Street / Quality Circle intersection includes the following:

Northbound Approach: 1 left – right lane
Eastbound Approach: 1 through-right lane
Westbound Approach: 1 left turn lane and 1 through lane

The signal warrant analyses were conducted under ‘rural’ design conditions. The speed limit along Main Street east of CR 102 is posted at 55 mph, and therefore, meets the ‘rural’ criteria of exceeding 40 mph.

MAIN STREET / FREEWAY DRIVE

Warrant No. 1 – EIGHT HOUR VEHICULAR VOLUME (MET – YES) (Condition A or Condition B or combination of A and B must be satisfied)

Condition A (MET - NO). Insufficient volumes are projected along Freeway Drive. The Minimum Vehicle Volume will not be met. The warrant will be satisfied for the 80% condition.

Condition B (MET - YES). The two-way traffic conditions along Main Street and the approach along Freeway Drive are projected to be reached for at least eight hours a day. The Interruption of Continuous Traffic will be met. The warrant will also be satisfied for the 80% condition.

Combination of Conditions A & B (MET - NO). The volumes at this intersection will be met along both Main Street and Freeway Drive under both Conditions. While both conditions are met an adequate trial or other alternatives that could cause less delay has not been tried. One such alternative could be installation of multi-way stop control. Since an alternative method has not been tried this warrant is not met.

Warrant No. 2 – FOUR HOUR VEHICULAR VOLUME (MET – YES)

The plotted points during the four highest hours fall above the MUTCD four-hour vehicular volume curve.

KDA

Warrant No. 3 – PEAK HOUR (MET – YES)
(Part A or Part B must be satisfied)

Part A (MET - NO). The peak hour delay warrant is not satisfied under each of the sub-parts, 1, 2 or 3.

Part B (MET - YES). The plotted points for vehicles per hour on both major approaches and highest minor approach during the peak hour volume fall above the MUTCD peak hour curve; the peak hour volume warrant is satisfied.

Warrant No. 4 – PEDESTRIAN VOLUME
(Parts 1 and 2 Must Be Satisfied)

This warrant was not applicable.

Warrant No. 5 - SCHOOL CROSSING
(Parts 1 and 2 Must Be Satisfied)

This warrant was not applicable.

Warrant No. 6 – COORDINATED SIGNAL SYSTEM (MET – NO)
(All Parts Must Be Satisfied)

This warrant is related to coordinated signal systems. It is applicable to signalized intersections not less than 1,000 feet apart. The closest signal is located at County Road 102, about 470 feet from the Freeway Drive intersection. This intersection does not meet the Coordinated Signal System warrant.

Warrant No. 7 – CRASH EXPERIENCE WARRANT (MET – NO)
(All Parts Must Be Satisfied)

All crashes over the last three year period were reviewed. During this time period three reported crashes occurred at the intersection. One crash involved a driver under the influence of alcohol while the other two involved failure to yield right-of-way. The number of crashes in a 12-month period susceptible to correction by a traffic signal must be 5 or more. This is not met.

The two crashes involving right-of-way were due to motorists entering westbound Main Street from Freeway Drive not seeing a vehicle in the inside lane of eastbound Main Street. This was due to obscured visibility due to a vehicle in the outside lane. Installation of a multi-way stop may eliminate this type of crash.

KDA

**Warrant No. 8 – ROADWAY NETWORK (MET – NO)
(All Parts Must Be Satisfied)**

Main Street serves as a Principal Roadway for traffic between Woodland and West Sacramento. The intersection is projected to service about 1,044 vehicles per hour on any given weekday. In order to meet this warrant both routes must meet any of the major route characteristics. Freeway Drive does not meet any; therefore, this warrant is not met.

Recommended Action. Of the six warrants that were analyzed three warrants were met. These include the Eight Hour Vehicular Volume Warrant, the peak hour warrant and the peak four-hour warrant. Since these warrants were met the City should consider installation of a traffic signal at this location. Installation of multiway stop control should be considered prior to signalization. Multiway stop criteria are discussed later in the letter.

Phase 1 Analysis. A similar warrant analysis was conducted under development of only Phase 1 conditions. Under this scenario the Minimum Vehicle Volume Warrant will be met based on the reduced volume criteria contained in Table 4C-1 of the CA MUTCD. The warrant worksheets are presented in the Appendix. While the single warrant is met other alternative solutions may provide less delay and inconvenience to traffic. One such remedy would include multiway stop control which is discussed later in this letter.

MAIN STREET / QUALITY CIRCLE

**Warrant No. 1 – EIGHT HOUR VEHICULAR VOLUME (MET – NO)
(Condition A or Condition B or combination of A and B must be satisfied)**

Condition A (MET - NO). Insufficient volumes are projected along Freeway Drive. The Minimum Vehicle Volume will not be met. The warrant will also not be satisfied for the 80% condition.

Condition B (MET - NO). The two-way volume of traffic along Main Street under projected traffic conditions will not be sufficient to satisfy Condition B (Interruption of Continuous Traffic) over the highest 8 hours of a day. The warrant will also not be satisfied for the 80% condition.

Combination of Conditions A & B (MET - NO). Insufficient volumes are projected along Main Street and Quality Circle. Both Conditions A and B must be met for the combination warrant; therefore, this does not meet the signal warrant under 80-% traffic volumes.

Warrant No. 2 – FOUR HOUR VEHICULAR VOLUME (MET – NO)

The plotted points during the four highest hours fall below the MUTCD four-hour vehicular volume curve.

KDA

Warrant No. 3 – PEAK HOUR (MET – NO)
(Part A or Part B must be satisfied)

Part A (MET - NO). The peak hour delay warrant is not satisfied under each of the sub-parts, 1, 2 or 3.

Part B (MET - NO). The plotted points for vehicles per hour on both major approaches and highest minor approach during the peak hour volume fall below the MUTCD peak hour curve; the peak hour volume warrant is not satisfied.

Warrant No. 4 – PEDESTRIAN VOLUME
(Parts 1 and 2 Must Be Satisfied)

This warrant was not applicable.

Warrant No. 5 - SCHOOL CROSSING
(Parts 1 and 2 Must Be Satisfied)

This warrant was not applicable.

Warrant No. 6 – COORDINATED SIGNAL SYSTEM (MET – NO)
(All Parts Must Be Satisfied)

This warrant is related to coordinated signal systems. It is applicable to signalized intersections not less than 1,000 feet apart. The closest signal is located at County Road 102, about 2,645 feet from the Quality Circle intersection. While the intersection meets the distance requirement the adjacent traffic signal provides the necessary degree of platooning. This intersection does not meet the Coordinated Signal System warrant.

Warrant No. 7 – CRASH EXPERIENCE WARRANT (MET – NO)

No reported crashes are known to have occurred in the past three years.

Warrant No. 8 – ROADWAY NETWORK (MET – NO)
(All Parts Must Be Satisfied)

Main Street serves as a Principal Roadway for traffic between Woodland and West Sacramento. The intersection is projected to service about 476 vehicles per hour on any given weekday. In order to meet this warrant both routes must meet any of the major route

KDA

characteristics. Quality Circle and Main Street does not meet any; therefore, this warrant is not met.

Recommended Action. Of the five warrants that were analyzed none of the traffic signal warrants are met. No actions are necessary.

Phase 1 Analysis. A warrant analysis was not conducted under development of only Phase 1 conditions as under Phase 1 plus Phase 2 no signal warrants were met.

MULTIWAY STOP CRITERIA

Criteria for the installation of multiway stop sign control is contained in the CA MUTCD and these criteria were used to evaluate conditions at the subject intersection. The following summarizes language and criteria as presented in the CA MUTCD. Bold text has been added following each of the criteria as it relates to the subject intersection.

The decision to install a multiway stop sign control should be based on an engineering study. The following criteria should be considered in the engineering study:

- A. Where traffic controls are justified, the multiway stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
- B. A crash problem, as indicated by 5 or more reported crashes in a 12-month period that are susceptible to correction by a multiway stop installation. Such crashes include right- and left-turn collisions as well as right-angle collisions.
- C1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) average at least 300 vehicles per hour for any 8 hours of an average day, and;
- C2. The combined vehicular, pedestrian and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor street vehicular traffic of at least 30 seconds per vehicle during the highest hour.
- C3. If the 85th percentile approach speed of the major street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70% of the above values.
- D. Where no single criterion is satisfied, but where criteria B, C1 and C2 are all satisfied to 80% of the minimum values.

Other criteria that may be considered include:

- A. The need to control left turn conflicts;

KDA

- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to reasonably safely negotiate the intersection unless conflicting cross traffic is also required to stop; and
- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multiway stop sign control would improve traffic operational characteristics of the intersection.

MAIN STREET / FREEWAY DRIVE

The multi-way stop was analyzed under Phase 1 plus Phase 2 conditions.

- A. This criterion was not applicable.
- B. This criterion was not applicable.
- C1. **Met** - Over the 8 highest hours the vehicle volumes along Main Street exceed 210 vehicles per hour (vph) during eight hours.
- C2. **At Cusp of Being Met** – The minor street traffic is projected to have 137 vehicles in the 8th highest hour of traffic.
- D. This criterion was not applicable.

Other Criteria

- A. This criterion was not applicable.
- B. This criterion was not applicable.
- C. Adequate sight distance is available at the Main Street / Freeway Drive intersection.
- D. This criterion was not applicable.

Summary / Recommendations for Multiway Stop

Phase 1 Analysis. A multi-way stop analysis was conducted under development of only Phase 1 conditions. Installation of multiway stop sign control at the Main Street / Freeway Drive intersection is not warranted based upon meeting the strict requirement of 140 vehicles entering from the minor approach for each of 8 hours. Typically, traffic can vary by 10% on an “average” day. This could raise the minor street traffic on any given day to the cusp of 140 vehicles along the minor street. As determined in the traffic signal warrant analyses the Minimum Vehicle Volume Warrant will be met under Phase 1 conditions. The review of crashes at this intersection also indicated that motorists entering westbound Main Street from Freeway Drive have a sight distance limitations viewing the inside through lane when a truck is traveling eastbound in the outside lane.

KDA

The City should monitor this intersection to determine whether the conditions will warrant installation of a multiway stop once Phase 1 of the project and the approved hotel along Freeway Drive is constructed. Traffic along Freeway Drive entering Main Street will exceed the multiway stop criteria with any additional projects along Freeway Drive. If a multiway stop is not installed as a result of monitoring the intersection any future project will meet this criteria.

Phase 1 plus Phase 2 Analysis. Installation of multiway stop sign control at the Main Street / Freeway Drive intersection is not warranted based upon meeting the strict requirement of 140 vehicles for each of 8 hours. Based on future trip generation from Phase 2 minor street traffic is projected to reach 137 vehicles along Freeway Drive; this assumes that no additional development occurs along Freeway Drive. As noted in the Phase 1 Analysis traffic can vary by 10% on an "average" day. This would exceed the minimum requirements for a multi-way stop. Additionally, the intersection is projected to meet three signal warrants. If a multiway stop is not installed as a result of Phase 1 traffic monitoring or any new development along Freeway Drive a multi-way stop should be installed with Phase 2 development.

With the three signal warrants met with Phase 2 completed the City should also consider that a traffic signal is warranted, especially once build-out of Freeway Drive occurs. The City should identify this intersection for future signalization.

MAIN STREET / QUALITY CIRCLE

The multi-way stop was analyzed under Phase 1 plus Phase 2 conditions.

- A. This criterion was not applicable.
- B. This criterion was not applicable.
- C1. **Met** - Over the 8 highest hours the vehicle volumes along Main Street exceed 210 vehicles per hour (vph) during eight hours.
- C2. Not Met
- D. This criterion was not applicable.

Other Criteria

- E. This criterion was not applicable.
- F. This criterion was not applicable.
- G. Adequate sight distance is available at the Main Street / Quality Circle intersection.
- H. This criterion was not applicable.

Summary / Recommendations for Multiway Stop

Installation of multiway stop sign control at the Main Street / Quality Circle intersection will not be warranted based upon criteria contained in the CA MUTCD. Existing traffic volumes, with trips generated for both Phases 1 and 2 indicates that traffic volumes along Quality Circle will not exceed 140 vph for the 8 highest hours of the day.

KDA

Phase 1 Analysis. A multi-way stop analysis was not conducted under development of only Phase 1 conditions as under Phase 1 plus Phase 2 the multi-way stop criteria was not met.

QUALITATIVE ASSESSMENT OF SITE PLAN

A qualitative assessment was also conducted of the proposed site plan. The assessment was divided by Phase.

Phase 1. Development of Phase 1 will provide access to the two automobile dealerships via two public roadways, Freeway Drive and Quality Circle. The propose access will include development of a cul-de-sac at the end of Freeway Drive with access into the site via a commercial driveway. This driveway, along the east side of the cul-de-sac, will provide primary access to the westerly dealership, identified on the site plan as Hoblit Motors. Two other driveways are proposed, one on the south side, providing a second access to Hoblit Motors and a driveway on the north side providing access to Phase 2 site development. Due to the multiple driveways entering the cul-de-sac stop signs should be provided at each driveway to control movements from each driveway. Additionally, adequate sight distance needs to be provided, especially the southerly and northerly driveways to ensure corner sight distance criteria is maintained looking towards Freeway Drive.

Quality Circle is already constructed as a cul-de-sac. A new commercial driveway will be required in the southwest portion of the cul-de-sac. Two driveways are present, in the northeast and in the southeast sides. This driveway will provide primary access to the Woodland Motors dealership. A fourth driveway is proposed in the northwest quadrant of the cul-de-sac. The dealerships are separated with a single access aisle on the north side of the site. This provides secondary access needed for emergency vehicle access. This access aisle is not expected to be used as the primary access to each dealership is via the closest driveway. Similar to Freeway rive stop signs should be provided at each driveway to control movements existing onto Quality Circle.

Phase 2. Development of Phase 2 will include retail and restaurant uses along Main Street and professional offices in the interior of the site. Two driveways are proposed along Main Street, one at the west edge of the property and the second one approximately centered between the west edge and the Quality Circle intersection; this second driveway provides primary access into Phase 2. The driveways appear to be separated by about 500 feet with the western driveway separated by about 250 feet from the adjacent driveway to the west. Two additional driveways are proposed along Quality Circle, one approximately 150' south of Main Street and the other in the northwest quadrant of the cul-de-sac as previously mentioned. A driveway access is also identified on the north side of the Freeway Drive cul-de-sac.

Based on City driveway standards a right turn deceleration lane may be needed for the main driveway access into Phase 2 based on the City guidelines for installation of a acceleration / deceleration lanes. It is projected that during the p.m. peak hour about 130 vehicles will a right turn into the site. In addition, 170 trips are projected to turn left out of the driveway. The existing continuous left turn lane (CLTL) along Main Street will allow outbound drivers to enter the westbound Main Street traffic flow in two stages, by crossing eastbound traffic and storing in the CLTL until a gap in westbound traffic is available to safely enter the westbound flow.

KDA

Minimum Required Throat Depth (MRTD) was considered for driveways within the site. In Phase 2 a driveway is shown adjacent to the main entrance driveway. Based on the City guidelines the MRTD could range between 25' and 225' and depends on the square footage of the adjacent restaurant and the street right-of-way width.

The access driveway proposed for Phase 2 in the cul-de-sac along Quality Circle appears to be located similar to the driveway in the northeast side of the cul-de-sac. This driveway will primarily serve the proposed professional offices building on the east side of the side. Inbound access via this driveway requires drivers to perform a turn of greater than 90°. This driveway leads to an internal roadway requiring the driver to make a right turn or left turn. While outbound traffic will need to meet the MRTD spacing the driveway requires drivers to make a turn greater than 90° while also observing traffic patterns from three other driveways and traffic traveling south on Quality Circle. A revised site plan combining the two driveway accesses into a single driveway along Quality Circle may be beneficial as it reduces the conflict points presented to drivers. One option may be to situate the driveway opposite the existing driveway on the east side of the street.

A driveway access along Freeway Drive to Phase 2 is provided in the northwest side of the cul-de-sac. This driveway will provide access primarily to the professional offices building on the west side of Phase 2. As mentioned earlier, the driveway should have stop controls installed for vehicles entering the cul-de-sac to provide right-of way control.

Please feel free to contact me if you have any questions or need additional information

Sincerely yours,

KD Anderson & Associates, Inc.



Jonathan Flecker, P.E.
Transportation Engineer

Attachments: Traffic Counts, Warrant Analyses

Volumes for: Wednesday, June 1, 2011

City: Woodland

Project #: 11-7266-001

Location: Main Street between County Road 102 and Freeway Drive

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	11	48			13	70				
12:15	13	58			20	95				
12:30	4	55			4	106				
12:45	8	59	36	220	8	81	45	352	81	572
1:00	5	51			9	69				
1:15	6	65			11	79				
1:30	3	49			14	70				
1:45	6	100	20	265	10	64	44	282	64	547
2:00	5	52			13	73				
2:15	6	47			14	67				
2:30	3	52			7	122				
2:45	6	45	20	196	14	152	48	414	68	610
3:00	3	56			5	100				
3:15	8	51			7	65				
3:30	8	59			4	88				
3:45	4	72	23	238	15	125	31	378	54	616
4:00	7	48			7	66				
4:15	7	53			13	76				
4:30	22	58			9	78				
4:45	48	66	84	225	23	78	52	298	136	523
5:00	63	62			18	76				
5:15	19	43			27	83				
5:30	38	43			31	71				
5:45	43	45	163	193	79	62	155	292	318	485
6:00	80	55			46	64				
6:15	60	31			43	56				
6:30	85	36			41	57				
6:45	35	42	260	164	63	68	193	245	453	409
7:00	39	45			55	60				
7:15	33	41			43	42				
7:30	59	25			54	51				
7:45	42	33	173	144	46	42	198	195	371	339
8:00	50	39			53	52				
8:15	42	37			61	39				
8:30	41	43			54	53				
8:45	43	57	176	176	37	45	205	189	381	365
9:00	48	55			59	47				
9:15	39	21			46	38				
9:30	51	37			50	30				
9:45	33	49	171	162	66	45	221	160	392	322
10:00	47	44			58	28				
10:15	44	11			64	26				
10:30	47	19			58	37				
10:45	37	17	175	91	70	50	250	141	425	232
11:00	45	14			70	28				
11:15	38	8			58	25				
11:30	37	7			55	15				
11:45	47	8	167	37	88	19	271	87	438	124
Total	1468	2111	1468	2111	1713	3033	1713	3033	3181	5144
Combined Total	3579		3579		4746		4746		8325	
AM Peak	5:45 AM				11:45 AM					
Vol.	268				359					
P.H.F.	0.788				0.847					
PM Peak		1:15 PM				2:15 PM				
Vol.		266				441				
P.H.F.		0.665				0.725				
Percentage	41.0%	59.0%			36.1%	63.9%				

Volumes for: Wednesday, June 1, 2011

City: Woodland

Project #: 11-7266-002

Location: Main Street west of Quality Circle

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	7	29			5	40				
12:15	5	41			7	44				
12:30	1	29			1	60				
12:45	3	34	16	133	2	40	15	184	31	317
1:00	3	39			5	38				
1:15	5	38			10	34				
1:30	2	36			5	32				
1:45	5	79	15	192	14	51	34	155	49	347
2:00	6	42			7	44				
2:15	3	33			14	41				
2:30	4	32			3	96				
2:45	4	33	17	140	10	122	34	303	51	443
3:00	1	36			2	67				
3:15	4	35			3	50				
3:30	5	34			2	53				
3:45	0	50	10	155	7	100	14	270	24	425
4:00	8	28			5	41				
4:15	2	32			4	52				
4:30	14	39			6	46				
4:45	41	28	65	127	20	41	35	180	100	307
5:00	59	35			13	41				
5:15	11	21			12	46				
5:30	24	27			15	38				
5:45	37	17	131	100	79	35	119	160	250	260
6:00	61	25			33	25				
6:15	46	11			18	21				
6:30	75	13			24	33				
6:45	24	14	206	63	42	27	117	106	323	169
7:00	27	24			29	36				
7:15	21	15			23	26				
7:30	47	9			33	19				
7:45	25	13	120	61	28	11	113	92	233	153
8:00	34	16			29	14				
8:15	30	9			34	14				
8:30	23	25			27	20				
8:45	19	41	106	91	25	15	115	63	221	154
9:00	21	41			22	18				
9:15	19	8			23	9				
9:30	29	20			29	14				
9:45	21	36	90	105	31	12	105	53	195	158
10:00	20	28			27	15				
10:15	24	3			42	8				
10:30	29	7			29	22				
10:45	22	5	95	43	49	41	147	86	242	129
11:00	25	4			35	12				
11:15	24	3			35	12				
11:30	25	3			29	4				
11:45	30	3	104	13	53	13	152	41	256	54
Total	975	1223	975	1223	1000	1693	1000	1693	1975	2916
Combined Total	2198		2198		2693		2693		4891	
AM Peak	5:45 AM				11:45 AM					
Vol.	219				197					
P.H.F.	0.730				0.821					
PM Peak		1:15 PM				2:30 PM				
Vol.		195				335				
P.H.F.		0.617				0.686				
Percentage	44.4%	55.6%			37.1%	62.9%				

Prepared by NDS/ATD

Volumes for: Wednesday, June 1, 2011

City: Woodland

Project #: 11-7266-003

Location: Freeway Drive south of Main Street

Start Time	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	7	20			3	9				
12:15	9	25			5	12				
12:30	0	24			1	6				
12:45	6	19	22	88	3	11	12	38	34	126
1:00	2	22			0	5				
1:15	4	22			2	15				
1:30	5	18			1	11				
1:45	2	9	13	71	2	7	5	38	18	109
2:00	0	21			0	10				
2:15	3	27			5	11				
2:30	3	10			0	10				
2:45	3	25	9	83	1	9	6	40	15	123
3:00	1	9			0	20				
3:15	3	10			2	14				
3:30	1	26			1	22				
3:45	7	17	12	62	0	21	3	77	15	139
4:00	4	10			1	20				
4:15	6	9			2	28				
4:30	2	33			5	19				
4:45	3	19	15	71	8	24	16	91	31	162
5:00	3	25			2	29				
5:15	6	28			8	24				
5:30	10	25			9	15				
5:45	6	19	25	97	6	24	25	92	50	189
6:00	10	32			12	23				
6:15	19	22			11	21				
6:30	13	23			2	25				
6:45	23	37	65	114	7	27	32	96	97	210
7:00	20	25			11	27				
7:15	18	22			7	27				
7:30	15	21			10	14				
7:45	13	20	66	88	13	21	41	89	107	177
8:00	22	32			8	15				
8:15	13	16			8	24				
8:30	13	27			16	21				
8:45	13	18	61	93	23	12	55	72	116	165
9:00	25	30			16	17				
9:15	13	16			12	12				
9:30	15	13			13	12	0			
9:45	23	24	76	83	10	9	51	50	127	133
10:00	22	12			16	18				
10:15	16	10			13	9				
10:30	20	13			14	8				
10:45	19	12	77	47	11	14	54	49	131	96
11:00	23	12			7	9				
11:15	22	11			10	3				
11:30	18	8			9	3				
11:45	19	6	82	37	9	1	35	16	117	53
Total	523	934	523	934	335	748	335	748	858	1682
Combined Total	1457		1457		1083		1083		2540	
AM Peak	11:45 AM				8:30 AM					
Vol.	88				67					
P.H.F.	0.880				0.728					
PM Peak		6:00 PM				6:30 PM				
Vol.		114				106				
P.H.F.		0.781				0.981				
Percentage	35.9%	64.1%			30.9%	69.1%				

Volumes for: Wednesday, June 1, 2011

City: Woodland

Project #: 11-7266-004

Location: Quality Circle south of Main Street

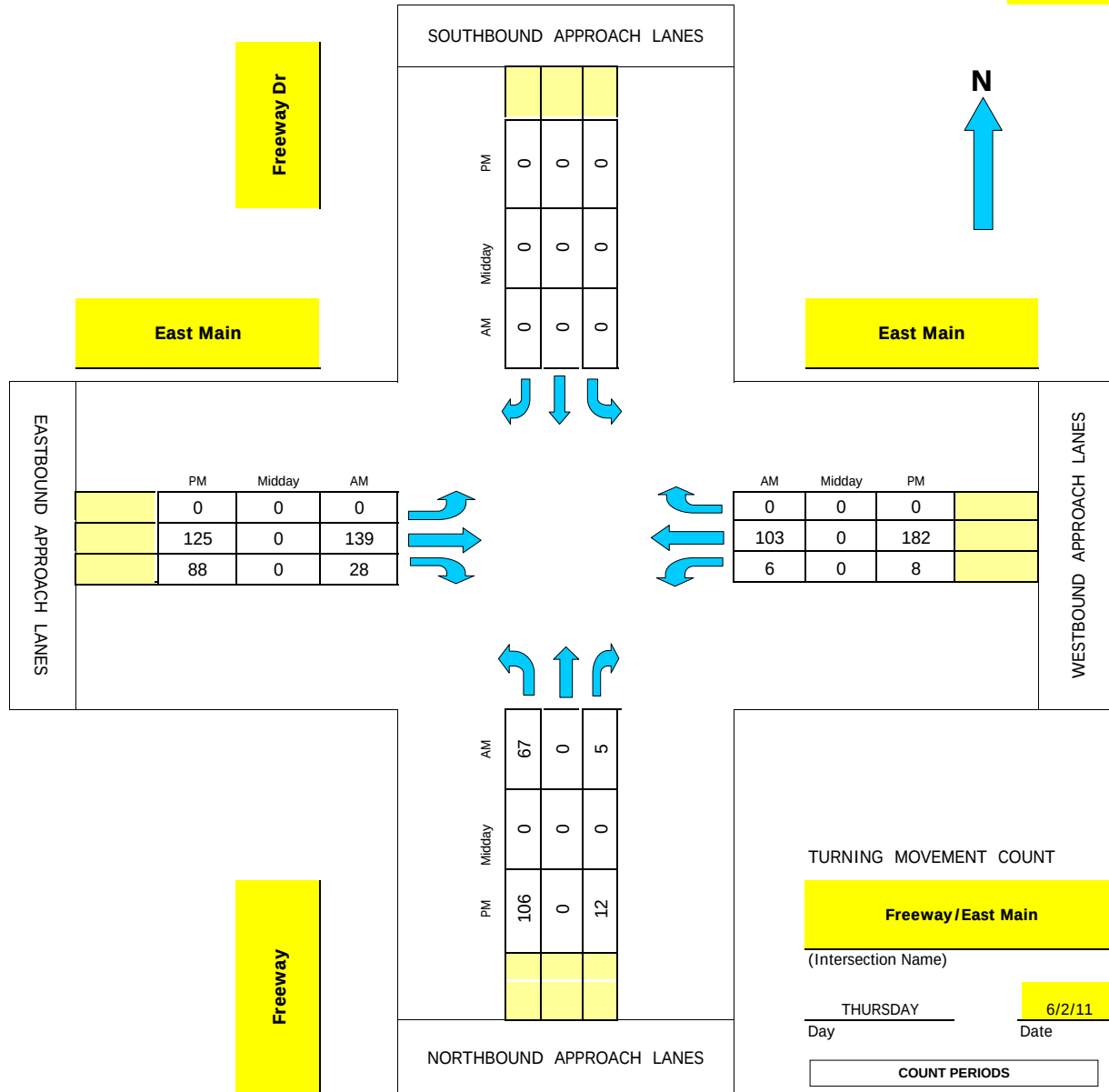
Start Time	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	0	4			0	5				
12:15	0	2			0	2				
12:30	0	3			4	3				
12:45	0	0	0	9	0	0	4	10	4	19
1:00	0	2			0	7				
1:15	2	11			1	9				
1:30	1	5			0	1				
1:45	5	1	8	19	0	1	1	18	9	37
2:00	6	2			4	3				
2:15	0	2			0	0				
2:30	0	0			0	0				
2:45	0	7	6	11	2	7	6	10	12	21
3:00	2	2			0	1				
3:15	0	1			1	2				
3:30	0	6			0	2				
3:45	1	1	3	10	0	2	1	7	4	17
4:00	0	3			0	2				
4:15	3	3			3	4				
4:30	0	3			2	0				
4:45	1	5	4	14	2	5	7	11	11	25
5:00	0	2			0	3				
5:15	0	0			0	2				
5:30	5	2			3	0				
5:45	0	1	5	5	2	1	5	6	10	11
6:00	0	2			2	3				
6:15	0	1			7	0				
6:30	2	4			3	4				
6:45	2	2	4	9	8	0	20	7	24	16
7:00	8	8			7	2				
7:15	4	1			5	1				
7:30	3	1			4	1				
7:45	4	0	19	10	1	0	17	4	36	14
8:00	0	0			1	0				
8:15	5	2			0	3				
8:30	0	0			0	0				
8:45	2	4	7	6	10	3	11	6	18	12
9:00	3	3			0	3				
9:15	11	4			11	3				
9:30	7	0			9	0	0			
9:45	3	6	24	13	0	5	20	11	44	24
10:00	3	0			4	0				
10:15	0	1			4	1				
10:30	5	0			3	0				
10:45	3	0	11	1	6	0	17	1	28	2
11:00	5	0			3	0				
11:15	4	1			3	4				
11:30	3	2			0	0				
11:45	0	0	12	3	0	0	6	4	18	7
Total	103	110	103	110	115	95	115	95	218	205
Combined Total	213		213		210		210		423	
AM Peak	9:00 AM				8:45 AM					
Vol.	24				30					
P.H.F.	0.545				0.682					
PM Peak		1:00 PM				12:30 PM				
Vol.		19				19				
P.H.F.		0.523				0.528				
Percentage	48.4%	51.6%			54.8%	45.2%				

Intersection Turning Movement

Prepared by:
KD Anderson Associates, Inc.

TMC Summary of Freeway/East Main

Project #: 9475-17



AM PEAK HOUR 715 AM

NOON PEAK HOUR 0 AM

PM PEAK HOUR 415 PM

Intersection Turning Movement

Prepared by:

N-S STREET: Freeway

DATE: 6/2/11

LOCATION: Woodland

E-W STREET: East Main

DAY: THURSDAY

PROJECT# 9475-17

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:													
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	19		6					32	2	1	13		73
7:15 AM	18		1					44	4	2	20		89
7:30 AM	24		1					32	8	0	25		90
7:45 AM	17		3					28	9	2	31		90
8:00 AM	8		0					35	7	2	27		79
8:15 AM	15		0					21	12	3	23		74
8:30 AM	15		3					23	10	1	29		81
8:45 AM	16		4					18	14	2	19		73
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
TOTAL VOLUMES =	132	0	18	0	0	0	0	233	66	13	187	0	649

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	67	0	5	0	0	0	0	139	28	6	103	0	348
PEAK HR. FACTOR:		0.720			0.000			0.870			0.826		0.967

CONTROL:

Intersection Turning Movement

Prepared by:

N-S STREET: Freeway

DATE: 6/2/11

LOCATION: Woodland

E-W STREET: East Main

DAY: THURSDAY

PROJECT# 9475-17

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	14		3					32	18	5	51		123
4:15 PM	29		4					36	16	3	35		123
4:30 PM	20		2					33	26	1	58		140
4:45 PM	28		3					34	25	1	39		130
5:00 PM	29		3					22	21	3	50		128
5:15 PM	30		1					27	19	1	43		121
5:30 PM	21		2					20	17	0	32		92
5:45 PM	32		0					26	23	2	32		115
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL 203	NT 0	NR 18	SL 0	ST 0	SR 0	EL 0	ET 230	ER 165	WL 16	WT 340	WR 0	TOTAL 972
--------------------	-----------	---------	----------	---------	---------	---------	---------	-----------	-----------	----------	-----------	---------	--------------

PM Peak Hr Begins at: 415 PM

PEAK VOLUMES =	106	0	12	0	0	0	0	125	88	8	182	0	521
PEAK HR. FACTOR:		0.894			0.000			0.903			0.805		0.930

CONTROL:

Intersection Turning Movement

Prepared by:
KD Anderson Associates, Inc.

TMC Summary of Quality/East Main

Project #: 9475-17

SOUTHBOUND APPROACH LANES	
PM	0 0 0
Midday	0 0 0
AM	0 0 0

East Main

Quality

East Main

Quality

N

EASTBOUND APPROACH LANES	
PM	0 0 0
Midday	126 0 128
AM	2 0 3

WESTBOUND APPROACH LANES	
AM	0 0 0
Midday	95 0 162
PM	2 0 4

NORTHBOUND APPROACH LANES	
AM	7 0 0
Midday	0 0 0
PM	6 0 2

TURNING MOVEMENT COUNT

Quality / East Main

(Intersection Name)

WEDNESDAY 6/1/11

Day Date

COUNT PERIODS

am	7:00 AM	-	9:00 AM
noon	11:00 AM	-	2:00 PM
pm	4:00 PM	-	6:00 PM

AM PEAK HOUR 715 AM

NOON PEAK HOUR 0 AM

PM PEAK HOUR 400 PM

Intersection Turning Movement

Prepared by:

N-S STREET: Quality

DATE: 6/1/11

LOCATION: Woodland

E-W STREET: East Main

DAY: WEDNESDAY

PROJECT# 9475-17

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:													
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0		2					18	3	0	21		44
7:15 AM	1		0					48	1	1	28		79
7:30 AM	2		0					22	0	1	24		49
7:45 AM	0		0					31	1	0	22		54
8:00 AM	4		0					27	1	0	21		53
8:15 AM	0		0					20	0	0	30		50
8:30 AM	1		0					15	2	0	13		31
8:45 AM	2		0					19	1	0	18		40
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
TOTAL VOLUMES =	NL 10	NT 0	NR 2	SL 0	ST 0	SR 0	EL 0	ET 200	ER 9	WL 2	WT 177	WR 0	TOTAL 400

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	7	0	0	0	0	0	0	128	3	2	95	0	235
PEAK HR. FACTOR:		0.438			0.000			0.668			0.836		0.744

CONTROL:

Intersection Turning Movement

Prepared by:

N-S STREET: Quality

DATE: 6/1/11

LOCATION: Woodland

E-W STREET: East Main

DAY: WEDNESDAY

PROJECT# 9475-17

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	2		0				28	1	0	41			72
4:15 PM	2		0				39	0	1	37			79
4:30 PM	0		1				25	0	2	50			78
4:45 PM	2		1				34	1	1	34			73
5:00 PM	0		0				16	1	1	41			59
5:15 PM	0		1				28	0	0	39			68
5:30 PM	1		0				15	0	3	28			47
5:45 PM	0		1				16	1	1	25			44
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 7	NT 0	NR 4	SL 0	ST 0	SR 0	EL 0	ET 201	ER 4	WL 9	WT 295	WR 0	TOTAL 520

PM Peak Hr Begins at: 400 PM

PEAK VOLUMES =	6	0	2	0	0	0	0	126	2	4	162	0	302
PEAK HR. FACTOR:	0.667			0.000			0.821			0.798			0.956

CONTROL:

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

EXIST + PHASE 1 + PHASE 2

COUNT DATE 6-2-11

DIST CO RTE PM

CALC DATE

CHK DATE

Major St: MAIN ST Critical Approach Speed 55 mph

Minor St: FLEETMAN DR Critical Approach Speed 25 mph

Speed limit or critical speed on major street traffic > 40 mph ☒ }
 or }
 In built up area of isolated community of < 10,000 population ☐ } RURAL (R)
☐ URBAN (U)

WARRANT 1 - Eight Hour Vehicular Volume SATISFIED YES ☒ NO ☐
 (Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume

100% SATISFIED YES ☐ NO ☒
 80% SATISFIED YES ☒ NO ☐

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R	10-11	11-12	12-1	1-2	2-3	3-4	4-5	5-6	
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)	802	840	978	997	1025	1023	963	1069	
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)	119	126	132	122	143	140	164	191	

@ 70%

Condition B - Interruption of Continuous Traffic

100% SATISFIED YES ☒ NO ☐
 80% SATISFIED YES ☒ NO ☐

MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)					80% SATISFIED YES ☒ NO ☐									
APPROACH LANES	U	R	U	R										
	1		(2 or More)		7-8	9-9	12-1	1-2	2-3	3-4	4-5	5-6	Hour	
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)	926	1093	978	997	1025	1023	963	1069		
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)	102	99	137	122	143	140	164	191		

@ 70%

Combination of Conditions A & B

SATISFIED YES ☐ NO ☒

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME	✓	Yes ☒ No ☐
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC	✓	
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☒

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

MAIN / FREEWAY

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

EXIST + 61 + 62

WARRANT 2 - Four Hour Vehicular Volume

SATISFIED* YES ☒ NO ☐

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	4-9	10-24	25-49	50-99	Hour
Both Approaches - Major Street		☒	1093	1025	1023	1069	
Higher Approach - Minor Street	☒		99	143	140	191	

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐	No ☐
<u>OR</u> , All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☒	No ☐

WARRANT 3 - Peak Hour
(Part A or Part B must be satisfied)

SATISFIED YES ☒ NO ☐

PART A

SATISFIED YES ☐ NO ☒

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; <u>AND</u>	Yes ☐	No ☒
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>	Yes ☒	No ☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☒	No ☐

PART B

SATISFIED YES ☒ NO ☐

APPROACH LANES	One	2 or More	5-6	Hour
Both Approaches - Major Street		☒	1064	
Higher Approach - Minor Street	☒		191	

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐	No ☐
<u>OR</u> , The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☒	No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

EXIST + 01 + 02

MAJ / FREEWAY

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 3 of 5)

WARRANT 4 - Pedestrian Volume
(Parts 1 and 2 Must Be Satisfied)

SATISFIED YES ☐ NO ☐

NOT APPLICABLE

Part 1 (Parts A or B must be satisfied)

Hours -->

A	Vehicles per hour for any 4 hours				
	Pedestrians per hour for any 4 hours				

Figure 4C-5 or Figure 4C-6
SATISFIED YES ☐ NO ☐

Hours -->

B	Vehicles per hour for any 1 hour				
	Pedestrians per hour for any 1 hour				

Figure 4C-7 or Figure 4C-8
SATISFIED YES ☐ NO ☐

Part 2

SATISFIED YES ☐ NO ☐

AND, The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes ☐	No ☐
OR, The proposed traffic signal will not restrict progressive traffic flow along the major street.	Yes ☐	No ☐

WARRANT 5 - School Crossing
(Parts A and B Must Be Satisfied)

SATISFIED YES ☐ NO ☐

Part A

Gap/Minutes and # of Children

SATISFIED YES ☐ NO ☐

NOT APPLICABLE

Gaps vs Minutes	Minutes Children Using Crossing	
	Number of Adequate Gaps	
School Age Pedestrians Crossing Street / hr		

Hour

Gaps < Minutes YES ☐ NO ☐

AND Children > 20/hr YES ☐ NO ☐

AND, Consideration has been given to less restrictive remedial measures.	Yes ☐	No ☐
--	------------------------------	-----------------------------

Part B

SATISFIED YES ☐ NO ☐

The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes ☐	No ☐
OR, The proposed signal will not restrict the progressive movement of traffic.	Yes ☐	No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 4 of 5)

MAIN / FREEWAY

WARRANT 6 - Coordinated Signal System
(All Parts Must Be Satisfied)

SATISFIED YES ☐ NO ☒

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL	
≥ 1000 ft	N _____ ft, S _____ ft, E _____ ft, W <u>470</u> ft	Yes ☐ No ☒
On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.		Yes ☐ No ☒
OR, On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.		Yes ☐ No ☒

WARRANT 7 - Crash Experience Warrant
(All Parts Must Be Satisfied)

SATISFIED YES ☐ NO ☒

Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency.		Yes ☐ No ☐
REQUIREMENTS	Number of crashes reported within a 12 month period susceptible to correction by a traffic signal, and involving injury or damage exceeding the requirements for a reportable crash.	Yes ☐ No ☒
5 OR MORE		
REQUIREMENTS	CONDITIONS	
ONE CONDITION SATISFIED 80%	Warrant 1, Condition A - Minimum Vehicular Volume	☒
	OR, Warrant 1, Condition B - Interruption of Continuous Traffic	☒
	OR, Warrant 4, Pedestrian Volume Condition Ped Vol ≥ 152 for any hour	☒
	OR, Ped Vol ≥ 80 for any 4 hours	☒
		Yes ☒ No ☐

WARRANT 8 - Roadway Network
(All Parts Must Be Satisfied)

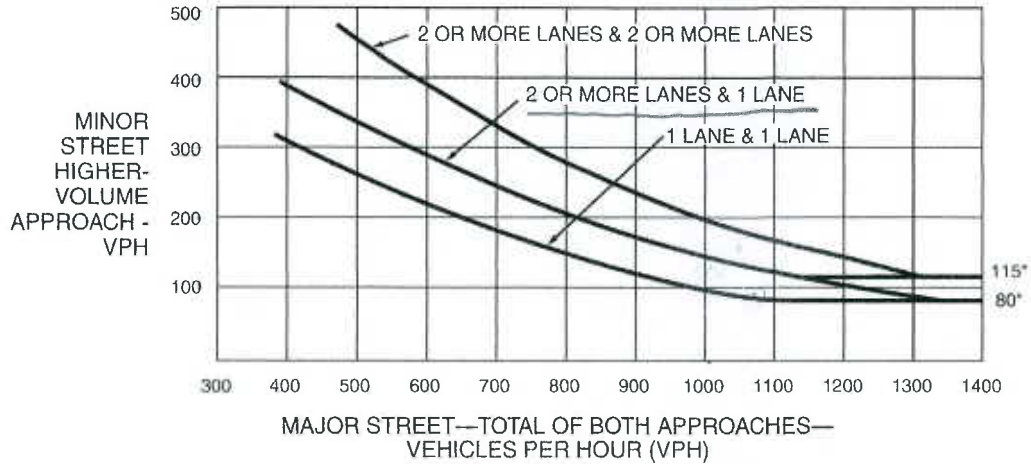
SATISFIED YES ☐ NO ☒

MINIMUM VOLUME REQUIREMENTS	ENTERING VOLUMES - ALL APPROACHES	✓	FULFILLED
1000 Veh/Hr	During Typical Weekday Peak Hour <u>1064</u> Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday.		Yes ☒ No ☐
	OR During Each of Any 5 Hrs. of a Sat. or Sun _____ Veh/Hr		
CHARACTERISTICS OF MAJOR ROUTES		MAJOR ROUTE A	MAJOR ROUTE B
Hwy. System Serving as Principal Network for Through Traffic			
Rural or Suburban Highway Outside Of, Entering, or Traversing a City		☒	
Appears as Major Route on an Official Plan			
Any Major Route Characteristics Met, Both Streets			Yes ☐ No ☒

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

EXIST + 01 + 02

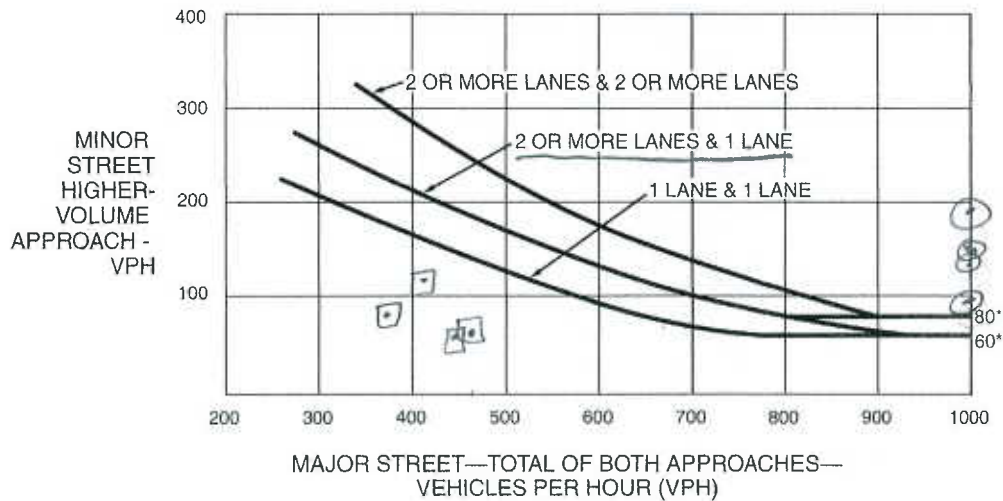
Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)

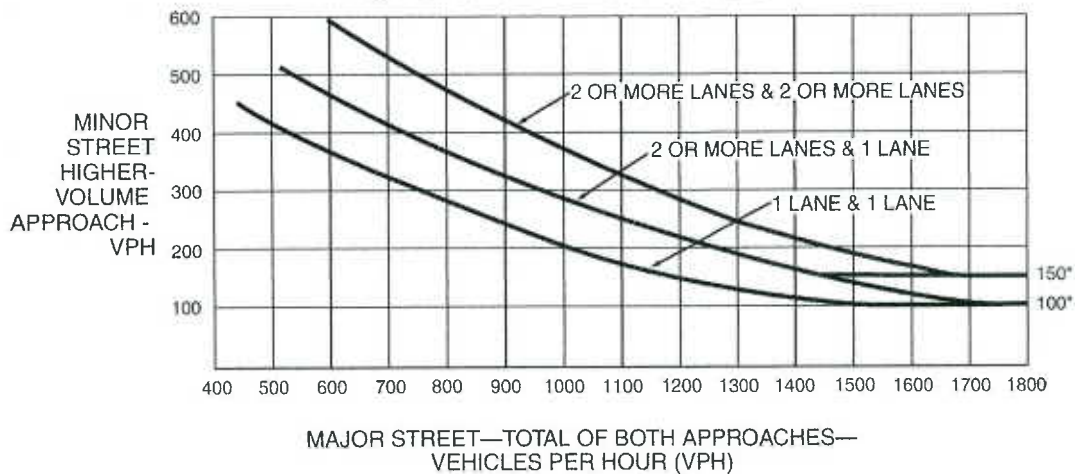


*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

 MAIN/FREEWAY
 MAIN/QUALITY

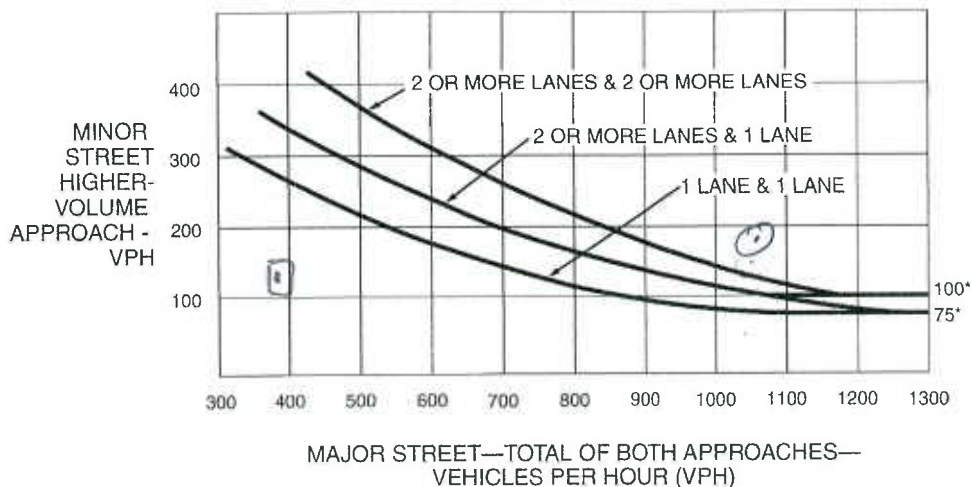
EXIST + 61 + 2

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

⊙ MAIN/FREEWAY
⊠ MAIN/QUALITY

Table 4C-1. Warrant 1, Eight-Hour Vehicular Volume

Condition A—Minimum Vehicular Volume

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100% ^a	80% ^b	70% ^c	56% ^d	100% ^a	80% ^b	70% ^c	56% ^d
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112

Condition B—Interruption of Continuous Traffic

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100% ^a	80% ^b	70% ^c	56% ^d	100% ^a	80% ^b	70% ^c	56% ^d
1	1	750	600	525	420	75	60	53	42
2 or more	1	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1	2 or more	750	600	525	420	100	80	70	56

^a Basic minimum hourly volume

^b Used for combination of Conditions A and B after adequate trial of other remedial measures

^c May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

^d May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

EXIST + Ø1 + Ø2

DIST _____ CO _____ RTE _____ PM _____

Major St: MAIN Critical Approach Speed 55 mph
Minor St: QUALITY Critical Approach Speed 25 mph

COUNT DATE 6-1-11
CALC _____ DATE _____
CHK _____ DATE _____

Speed limit or critical speed on major street traffic > 40 mph ☒ }
In built up area of isolated community of < 10,000 population ☐ } **RURAL (R)**
☐ **URBAN (U)**

WARRANT 1 - Eight Hour Vehicular Volume **SATISFIED** YES ☐ NO ☒
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume

100% SATISFIED YES ☐ NO ☒
80% SATISFIED YES ☐ NO ☒

MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				80% SATISFIED YES ☐ NO ☒													
		U	R			U	R										
APPROACH LANES	(1)		2 or More														
					8-9	11-12	12-1	1-2	2-3	3-4	4-5	5-6	Hour				
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)	302	317	384	393	472	464	346	315					
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)	59	55	89	104	68	63	77	95					

Condition B - Interruption of Continuous Traffic

100% SATISFIED YES ☐ NO ☒
80% SATISFIED YES ☐ NO ☒

MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)					80% SATISFIED YES ☐ NO ☒										
		U	R			U	R								
APPROACH LANES	(1)		2 or More		4-9	11-12	13-1	1-2	2-3	3-4	4-5	5-6	Hour		
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)	302	317	384	393	472	464	346	315			
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)	59	55	89	104	68	63	77	95			

Combination of Conditions A & B

SATISFIED YES ☐ NO ☒

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☒
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume

SATISFIED* YES ☐ NO ☒

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	2-3	3-4	4-5	5-6	Hour
Both Approaches - Major Street	☒		472	464	393	384	
Higher Approach - Minor Street	☒		68	63	104	89	

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)

Yes ☐ No ☐

OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)

Yes ☐ No ☒

WARRANT 3 - Peak Hour

(Part A or Part B must be satisfied)

SATISFIED YES ☐ NO ☒

PART A

SATISFIED YES ☐ NO ☒

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; <u>AND</u>	Yes ☐ No ☒
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>	Yes ☐ No ☒
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☐ No ☒

PART B

SATISFIED YES ☐ NO ☒

APPROACH LANES	One	2 or More	Hour
Both Approaches - Major Street	☒		352
Higher Approach - Minor Street	☒		89

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)

Yes ☐ No ☐

OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)

Yes ☐ No ☒

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 3 of 5)

MAIN / QUALITY EXIST + 1 + 2

WARRANT 4 - Pedestrian Volume
(Parts 1 and 2 Must Be Satisfied)

SATISFIED YES ☐ NO ☐

Part 1 (Parts A or B must be satisfied)

Hours -->

A.	Vehicles per hour for any 4 hours				
	Pedestrians per hour for any 4 hours				

NOT APPLICABLE

Figure 4C-5 or Figure 4C-6
SATISFIED YES ☐ NO ☐

Hours -->

B.	Vehicles per hour for any 1 hour				
	Pedestrians per hour for any 1 hour				

Figure 4C-7 or Figure 4C-8
SATISFIED YES ☐ NO ☐

Part 2

SATISFIED YES ☐ NO ☐

AND, The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes ☐ No ☐
OR, The proposed traffic signal will not restrict progressive traffic flow along the major street.	Yes ☐ No ☐

WARRANT 5 - School Crossing
(Parts A and B Must Be Satisfied)

SATISFIED YES ☐ NO ☐

Part A

Gap/Minutes and # of Children

SATISFIED YES ☐ NO ☐

Gaps vs Minutes	Minutes Children Using Crossing	
	Number of Adequate Gaps	
School Age Pedestrians Crossing Street / hr		

Hour

NOT APPLICABLE

Gaps < Minutes YES ☐ NO ☐

AND Children > 20/hr YES ☐ NO ☐

AND, Consideration has been given to less restrictive remedial measures.	Yes ☐ No ☐
--	--

Part B

SATISFIED YES ☐ NO ☐

The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes ☐ No ☐
OR, The proposed signal will not restrict the progressive movement of traffic.	Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 4 of 5)

MAIN/QUALITY EXIST + 01 + 02

WARRANT 6 - Coordinated Signal System
(All Parts Must Be Satisfied)

SATISFIED YES ☐ NO ☒

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL	
≥ 1000 ft	N _____ ft, S _____ ft, E _____ ft, W <u>2645</u> ft	Yes ☒ No ☐
On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.		Yes ☐ No ☒
OR, On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.		

WARRANT 7 - Crash Experience Warrant
(All Parts Must Be Satisfied)

SATISFIED YES ☐ NO ☐

NOT APPLICABLE

Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency.		Yes ☐ No ☐
REQUIREMENTS	Number of crashes reported within a 12 month period susceptible to correction by a traffic signal, and involving injury or damage exceeding the requirements for a reportable crash.	Yes ☐ No ☐
5 OR MORE		
REQUIREMENTS	CONDITIONS	
ONE CONDITION SATISFIED 80%	Warrant 1, Condition A - Minimum Vehicular Volume	Yes ☐ No ☐
	OR, Warrant 1, Condition B - Interruption of Continuous Traffic	
	OR, Warrant 4, Pedestrian Volume Condition Ped Vol ≥ 152 for any hour	
	OR, Ped Vol ≥ 80 for any 4 hours	

WARRANT 8 - Roadway Network
(All Parts Must Be Satisfied)

SATISFIED YES ☐ NO ☒

MINIMUM VOLUME REQUIREMENTS	ENTERING VOLUMES - ALL APPROACHES	✓	FULFILLED
1000 Veh/Hr	During Typical Weekday Peak Hour <u>476</u> Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday.		Yes ☐ No ☒
	OR During Each of Any 5 Hrs. of a Sat. or Sun _____ Veh/Hr		
CHARACTERISTICS OF MAJOR ROUTES		MAJOR ROUTE A	MAJOR ROUTE B
Hwy. System Serving as Principal Network for Through Traffic			
Rural or Suburban Highway Outside Of, Entering, or Traversing a City		✓	
Appears as Major Route on an Official Plan			
Any Major Route Characteristics Met, Both Streets			Yes ☐ No ☒

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

EXIST + PHASE 1

COUNT DATE 6-2-11

CALC _____ DATE _____

CHK _____ DATE _____

DIST _____ CO _____ RTE _____ PM _____

Major St: MAIN ST Critical Approach Speed 55 mph

Minor St: FREWAY DRIVE Critical Approach Speed 25 mph

Speed limit or critical speed on major street traffic > 40 mph ☒ or ☐ } **RURAL (R)**

In built up area of isolated community of < 10,000 population ☐ } **URBAN (U)**

WARRANT 1 - Eight Hour Vehicular Volume SATISFIED YES ☒ NO ☐
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume 100% SATISFIED YES ☒ NO ☐
80% SATISFIED YES ☒ NO ☐

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)											
	U	R	U	<u>R</u>								
	1		<u>2 or More</u>		10-11	11-12	12-1	1-2	2-3	3-4	4-5	5-6
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)	444	439	527	543	626	632	540	491
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)	114	121	132	117	138	120	136	163

@ 70%

Condition B - Interruption of Continuous Traffic 100% SATISFIED YES ☐ NO ☒
80% SATISFIED YES ☐ NO ☒

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)											
	U	R	U	<u>R</u>								
	1		<u>2 or More</u>		10-11	11-12	12-1	1-2	2-3	3-4	4-5	5-6
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)	444	439	527	543	626	632	540	491
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)	114	121	132	117	138	120	136	163

@ 70%

Combination of Conditions A & B SATISFIED YES ☐ NO ☒

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME	✓	Yes ☐ No ☒
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☒

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

MAIN/FREEWAY *EXIST + Ø 1*

WARRANT 2 - Four Hour Vehicular Volume SATISFIED* YES ☐ NO ☒

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	2-3	3-4	1-2	12-1	Hour
Both Approaches - Major Street		✓	626	632	543	527	
Higher Approach - Minor Street	✓		138	120	117	122	

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐	No ☐
<u>OR</u> , All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐	No ☒

WARRANT 3 - Peak Hour SATISFIED YES ☐ NO ☒
(Part A or Part B must be satisfied)

PART A SATISFIED YES ☐ NO ☒
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; <u>AND</u>	Yes ☐	No ☒
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>	Yes ☒	No ☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☒	No ☐

PART B SATISFIED YES ☐ NO ☒

APPROACH LANES	One	2 or More	4-5	5-15	Hour
Both Approaches - Major Street		✓	631	531	
Higher Approach - Minor Street	✓		179		

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐	No ☐
<u>OR</u> , The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐	No ☒

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

MAIN/FACWAY

EXIST + PHASE I

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 3 of 5)

WARRANT 4 - Pedestrian Volume
(Parts 1 and 2 Must Be Satisfied)

SATISFIED YES ☐ NO ☐

Part 1 (Parts A or B must be satisfied)

NOT APPLICABLE

Hours -->

A. Vehicles per hour for any 4 hours				
Pedestrians per hour for any 4 hours				

Figure 4C-5 or Figure 4C-6
SATISFIED YES ☐ NO ☐

Hours -->

B. Vehicles per hour for any 1 hour				
Pedestrians per hour for any 1 hour				

Figure 4C-7 or Figure 4C-8
SATISFIED YES ☐ NO ☐

Part 2

SATISFIED YES ☐ NO ☐

<u>AND</u> , The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes ☐	No ☐
<u>OR</u> , The proposed traffic signal will not restrict progressive traffic flow along the major street.	Yes ☐	No ☐

WARRANT 5 - School Crossing
(Parts A and B Must Be Satisfied)

SATISFIED YES ☐ NO ☐

NOT APPLICABLE

Part A

SATISFIED YES ☐ NO ☐

Gap/Minutes and # of Children

Gaps vs Minutes	Minutes Children Using Crossing	Hour
	Number of Adequate Gaps	
School Age Pedestrians Crossing Street / hr		

Gaps < Minutes YES ☐ NO ☐

AND Children > 20/hr YES ☐ NO ☐

<u>AND</u> , Consideration has been given to less restrictive remedial measures.	Yes ☐	No ☐
--	------------------------------	-----------------------------

Part B

SATISFIED YES ☐ NO ☐

The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes ☐	No ☐
<u>OR</u> , The proposed signal will not restrict the progressive movement of traffic.	Yes ☐	No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 4 of 5)

MAIN / FREEWAY

EXIST + PHASE 1

WARRANT 6 - Coordinated Signal System
(All Parts Must Be Satisfied)

SATISFIED YES ☐ NO ☒

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL	
≥ 1000 ft	N _____ ft, S _____ ft, E _____ ft, W <u>470</u> ft	Yes ☐ No ☒
On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.		Yes ☐ No ☒
OR, On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.		

WARRANT 7 - Crash Experience Warrant
(All Parts Must Be Satisfied)

SATISFIED YES ☐ NO ☒

Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency.		Yes ☐ No ☐
REQUIREMENTS	Number of crashes reported within a 12 month period susceptible to correction by a traffic signal, and involving injury or damage exceeding the requirements for a reportable crash.	Yes ☐ No ☒
5 OR MORE		
REQUIREMENTS	CONDITIONS	
ONE CONDITION SATISFIED 80%	Warrant 1, Condition A - Minimum Vehicular Volume	☒
	OR, Warrant 1, Condition B - Interruption of Continuous Traffic	
	OR, Warrant 4, Pedestrian Volume Condition Ped Vol ≥ 152 for any hour	
	OR, Ped Vol ≥ 80 for any 4 hours	
		Yes ☒ No ☐

WARRANT 8 - Roadway Network
(All Parts Must Be Satisfied)

SATISFIED YES ☐ NO ☒

MINIMUM VOLUME REQUIREMENTS	ENTERING VOLUMES - ALL APPROACHES	✓	FULFILLED
1000 Veh/Hr	During Typical Weekday Peak Hour <u>629</u> Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday.		Yes ☐ No ☒
	OR During Each of Any 5 Hrs. of a Sat. or Sun _____ Veh/Hr		
CHARACTERISTICS OF MAJOR ROUTES		MAJOR ROUTE A	MAJOR ROUTE B
Hwy. System Serving as Principal Network for Through Traffic			
Rural or Suburban Highway Outside Of, Entering, or Traversing a City		✓	
Appears as Major Route on an Official Plan			
Any Major Route Characteristics Met, Both Streets		Yes ☐ No ☒	

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 5 of 5)

MAIN/FREEWAY & MAIN/QUALITY

**WARRANT 9 - Intersection Near a Grade Crossing
(Both Parts A and B Must Be Satisfied)**

SATISFIED YES ☐ NO ☐

NOT APPLICABLE

PART A A grade crossing exists on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach. Track Center Line to Limit Line _____ ft	Yes ☐ No ☐
PART B There is one minor street approach lane at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-9. Major Street - Total of both approaches: _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH OR, There are two or more minor street approach lanes at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-10. Major Street - Total of both approaches : _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH	Yes ☐ No ☐

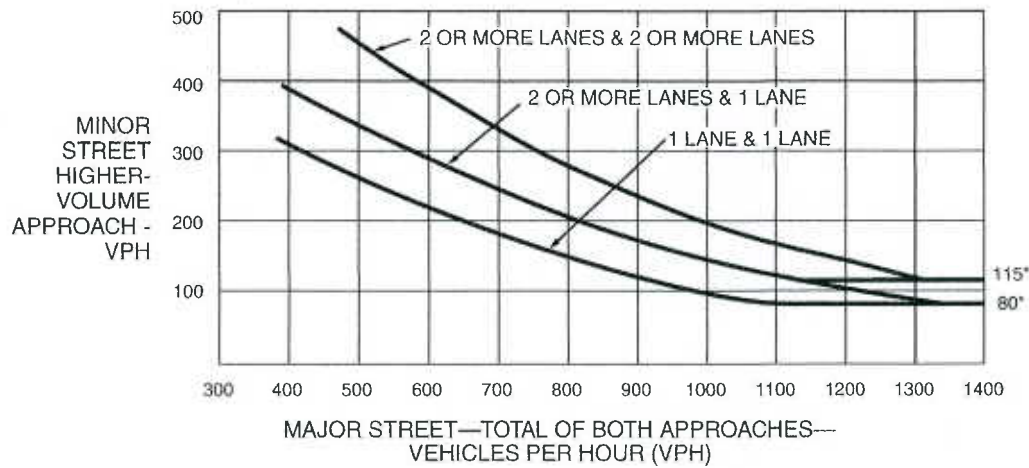
The minor street approach volume may be multiplied by up to three following adjustment factors (AF) as described in Section 4C.10.

- 1- Number of Rail Traffic per Day _____ Adjustment factor from table 4C-2 _____
- 2- Percentage of High-Occupancy Buses on Minor Street Approach _____ Adjustment factor from table 4C-3 _____
- 3- Percentage of Tractor-Trailer Trucks on Minor Street Approach _____ Adjustment factor from table 4C-4 _____

NOTE: If no data is available or known, then use AF = 1 (no adjustment)

EXIST + 01

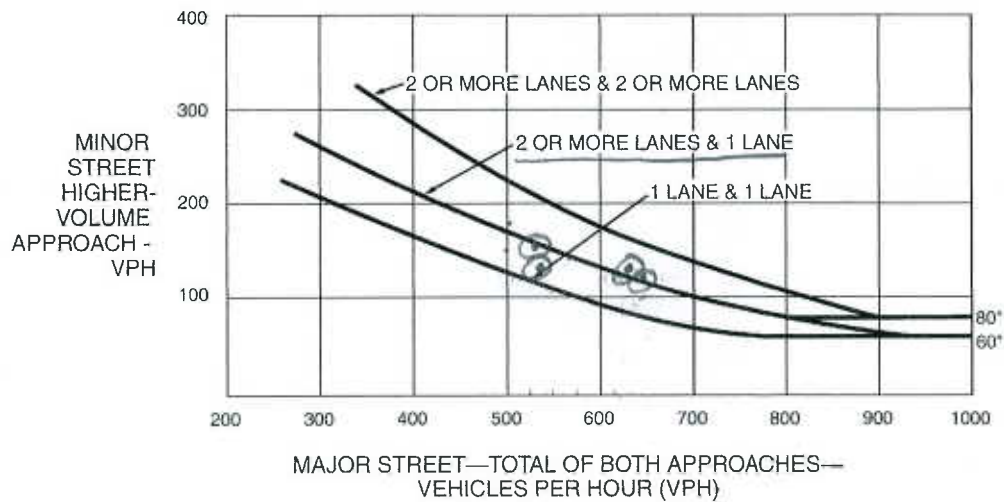
Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

⊙ MAIN/FREWAY

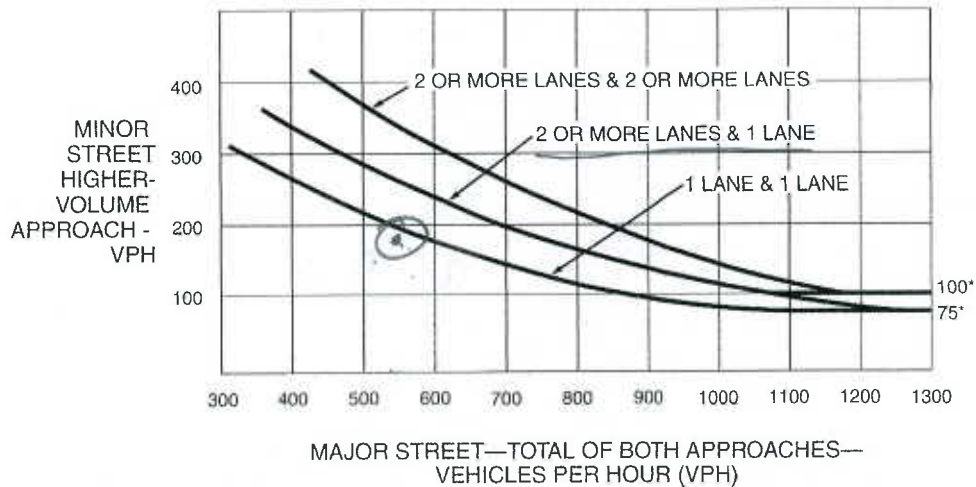
EXIST + PHASE 1

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

MAIN/FREEWAY

Exist + Phase 1 + Phase 2

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 16 Main / Freeway Exist + Ph 1 + Ph 2	No / Yes	??? / ???
# 17 Main / Quality Phase 1 + Phase 2	No / No	??? / ???

Exist + Phase 1 + Phase 2

Peak Hour Delay Signal Warrant Report

Intersection #16 Main / Freeway Exist + Ph 1 + Ph 2

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1! 0 0	0	0	0 0 0	0	0	1 1 0	1	0	2 0 0
Initial Vol:	191	0	12	0	0	0	0	423	142	8	546	0
ApproachDel:	29.5			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.7]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=203]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1322]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #16 Main / Freeway Exist + Ph 1 + Ph 2

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1! 0 0	0	0	0 0 0	0	0	1 1 0	1	0	2 0 0
Initial Vol:	191	0	12	0	0	0	0	423	142	8	546	0

Major Street Volume: 1119

Minor Approach Volume: 203

Minor Approach Volume Threshold: 96

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Exist + Phase 1 + Phase 2

Peak Hour Delay Signal Warrant Report

Intersection #17 Main / Quality Phase 1 + Phase 2

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 0 0 0 0	0 0 0 1 0	0 1 0 0 0
Initial Vol:	83 0 6	0 0 0 0	0 126 56	8 162 0
ApproachDel:	11.1	xxxxxx	xxxxxx	xxxxxx

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=89]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=441]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #17 Main / Quality Phase 1 + Phase 2

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 0 0 0 0	0 0 0 1 0	0 1 0 0 0
Initial Vol:	83 0 6	0 0 0 0	0 126 56	8 162 0

Major Street Volume: 352

Minor Approach Volume: 89

Minor Approach Volume Threshold: 268

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Intersection	Signal Warrant Summary Report	Phase 1	Base Met	Future Met
			[Del / Vol]	[Del / Vol]
# 1 Main / Freeway			??? / ???	No / No
# 2 Main / Quality			??? / ???	No / No

Exist + Ph 1

Peak Hour Delay Signal Warrant Report

Intersection #16 Main / Freeway Exist + Ph 1

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 0 0 0 0	0 0 1 1 0	1 0 2 0 0
Initial Vol:	165 0 12	0 0 0 0	0 157 137	8 231 0
ApproachDel:	12.9	xxxxxx	xxxxxx	xxxxxx

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.6]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=177]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=710]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #16 Main / Freeway Exist + Ph 1

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 0 0 0 0	0 0 1 1 0	1 0 2 0 0
Initial Vol:	165 0 12	0 0 0 0	0 157 137	8 231 0

Major Street Volume: 533

Minor Approach Volume: 177

Minor Approach Volume Threshold: 267

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Exist + Ph 1

Peak Hour Delay Signal Warrant Report

Intersection #17 Main / Quality Phase 1

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 0 0 0 0	0 0 0 1 0	0 1 0 0 0
Initial Vol:	83 0 6	0 0 0 0	0 126 56	8 162 0
ApproachDel:	11.1	xxxxxx	xxxxxx	xxxxxx

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=89]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=441]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #17 Main / Quality Phase 1

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 0 0 0 0	0 0 0 1 0	0 1 0 0 0
Initial Vol:	83 0 6	0 0 0 0	0 126 56	8 162 0

Major Street Volume: 352

Minor Approach Volume: 89

Minor Approach Volume Threshold: 268

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

ATTACHMENT E



EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT

RECEIVED MAY 07 2012



KEN ALEX
DIRECTOR

May 4, 2012

Paul L. Hanson
City of Woodland
520 Court Street
Woodland, CA 95695

Subject: Panattoni Mixed-Use Project
SCH#: 2012042012

Dear Paul L. Hanson:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. The review period closed on May 3, 2012, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

**Document Details Report
State Clearinghouse Data Base**

SCH# 2012042012
Project Title Panattoni Mixed-Use Project
Lead Agency Woodland, City of

Type **MND** Mitigated Negative Declaration

Description Panattoni Development Company is proposing to develop a 24.363-acre mixed-use commercial project including automotive dealerships on a currently undeveloped site in the City of Woodland (APN# 027-851-024). The project site is located on East Main Street immediately north of I-5 and immediately west of Quality Circle. Planning Commission Hearing for the project is scheduled for May 17 at 6:30 p.m. at Woodland City Hall.

Lead Agency Contact

Name	Paul L. Hanson		
Agency	City of Woodland		
Phone	530 661 5820	Fax	
email			
Address	520 Court Street		
City	Woodland	State CA	Zip 95695

Project Location

County	Yolo
City	Woodland
Region	
Lat / Long	38° 40' 31" N / 121° 43' 13" W
Cross Streets	East Main Street/Quality Circle/Freeway Drive
Parcel No.	027-851-024
Township	

Range

Section

Base

Proximity to:

Highways	I-5/113
Airports	
Railways	Sierra Northern
Waterways	Cache Creek
Schools	Willow Spring ES
Land Use	Currently vacant; General Plan Designation of Industrial; Zoned Industrial/Planned Development - Entry Overlay Zone

Project Issues Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Noise; Traffic/Circulation; Water Quality

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 2; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 3; Regional Water Quality Control Bd., Region 5 (Sacramento); Native American Heritage Commission; Public Utilities Commission

Date Received 04/04/2012 **Start of Review** 04/04/2012 **End of Review** 05/03/2012

ATTACHMENT F

**TABLE 3A
INDUSTRIAL USES WITHIN THE I-5/CR 102
ENTRYWAY OVERLAY ZONE**

- 1. Professional offices for the following:**
 - a. Accountants, bookkeepers, auditors
 - b. Engineering
 - c. Planners
 - d. Architects and building designers
 - e. Landscape architects
 - f. Contractors - all categories - offices only
 - g. Consultants such as:
 1. Business Consultants
 2. Agricultural consultants
 3. Building construction consultants
 4. Building maintenance consultants
 5. Chemical recycling consultants
 6. Computer system consultants
 7. Freight traffic consultants
 8. Geophysical companies and consultants
 9. Elevator consultants
 10. Legal consultants
 - h. Industrial designers for tool designers
 - i. Geologists
 - j. Arbitrators

- k. Auctioneer offices, but excluding auctioneer rooms
- l. Clothing and fashion design studios
- m. Real estate appraisers

2. Business offices and personal service functions consisting of the following:

- a. Advertising agencies - billboard advertising
- b. Communications:
 - 1. Beeper and paging services
 - 2. Broadcasting stations (radio & TV)
 - 3. Computing services
 - 4. Computerized billing service companies
 - 5. Calculating and statistical services
 - 6. Confidential records and destruction companies
 - 7. Inventory service firms
 - 8. Security patrols
 - 9. Electronic data processing, tabulating and record keeping services
 - 10. Digital instrumentation systems, equipment and supply companies
 - 11. Office planning services
 - 12. Credit reporting and collection agencies
 - 13. Pension and profit sharing plan management companies
 - 14. Pest control companies

D. Brokerage and investment firms such as:

1. Real estate brokers including development and management, but excluding those that deal exclusively in residential sales
2. Data processing time brokers
3. Food, frozen food, fruit and vegetable brokers
4. Foreign exchange brokers
5. Custom house brokers
6. Grain and meat brokers
7. Oil and land lease brokers
8. Lumber companies and brokers exclusive of project storage yard
9. Exporters and importers (no retail sales)
10. Manufacturers sales representatives
11. Gasoline and oil marketers and distributors
12. Logging and wood chipping companies exclusive of product storage yards

E. Publications, graphics and reproduction such as:

1. Publishers
2. Printing, engraving and stationery sales and services
3. Business, periodical and architectural illustrators
4. Display builders and designers
5. Graphic designers
6. Drafting, blueprinting and photocopying services
7. Duplication and mimeographing services
8. Photographers and artists catering to industrial clients

9. Record and microfilming service
- F. Medical related, such as:
1. Medical, dental, biological and x-ray laboratories which do not serve the public.
 2. Veterinary clinics (excluding outside kennel)
 3. Small animal grooming
- G. Research and development, such as:
1. Agricultural laboratories, including testing and analysis
 2. Small animal laboratories, testing and research
 3. Economic research and development
 4. Electronics research and development
 5. Energy conservation research and development
 6. Oil and gas exploration and development excluding drilling for oil and gas
 7. Patent development and marketing
 8. Marketing analysis, research and consultation
- H. Transportation, such as:
1. Freight forwarding and freight consolidating companies
 2. Freight inspection services
 3. Package delivery
- I. Government offices which do not provide direct public services except for those governmental agencies related to agricultural activities
- J. Surveyors, such as:
1. Land surveyors
 2. Marine surveyors

K. Personal services

1. Management and business organizations
2. Trade and labor organizations
3. Hotel and motel reservation center - phone service only
4. Ambulance service
5. Deli/retail for employees in area
6. Equipment rental - small, to be stored inside
7. Minor farm supply
8. Commercial recreational facilities (swimming, tennis, racquetball clubs, gymnastics, dancing, etc.)

L. Technical and vocational schools for industrially related trades:

1. Industrial apprentice training schools
2. Computer schools
3. Drafting

M. Corporate and regional headquarters occupying related trades:

3. The following and similar uses from which noise, smoke, dust, odors, and other such offensive features are confined to the premises of each use and all such uses are completely confined within enclosed buildings excluding the storage or manufacturing of hazardous or flammable materials or liquids.

- A. Bookbinding, printing and lithography
- B. Cartography
- C. Communication equipment buildings
- D. Data processing and computer operation
- E. Editorial and design operations

- F. Electrical products and appliance manufacturing
- G. Janitorial services
- H. Material testing laboratory
- I. Photographic and film processing operations
- J. Research institutes and laboratories
- K. Other uses which the Planning Commission finds to be consistent with the intent of the Industrial PD within the 1-5 CR 102 Entryway which are of the same general character as the uses set forth above, and not objectionable by reason of adverse external effects, such as odor, smoke, noise, glare, fumes, radiation or vibration, subject to first obtaining a use permit.

**TABLE 3
INDUSTRIAL LAND USES**

A.	ANIMAL & FOOD PROCESSING	I	EOZ
	1. Animal slaughter	a	
	2. Bakery goods	x	
	3. Beverage bottling	x	
	4. Breweries	a	a
	5. Candy	x	x
	6. Canneries	a	
	7. Dairy products, creameries	x	x
	8. Food processing	x	
	9. Flour mills	a	
	10. Fruit and vegetable packing	c	c
	11. Meat products	x	
	12. Nut processing	c	c
	13. Olive processing	x	x
	14. Sugar refineries	a	
	15. Tannery, hide curing	a	
	16. Wineries, distilleries	a	a
B.	ASSEMBLY, FABRICATION & MANUFACTURING	I	EOZ
	1. Agricultural equipment & machinery	c	a
	2. Aircraft, auto, boat, bus, mobile home, motorcycle, RV, tractor, trailer, & truck	c	
	3. Brick & concrete plants	a	
	4. Concrete & asphalt batch plants	a	
	5. Electrical appliances, instruments, parts, & products	x	x
	6. Electrical equipment, instruments, parts & products	x	x
	7. Forges & foundries	a	
	8. Ice manufacture & storage	x	
	9. Manufacturing, assembly, compounding or treatment of articles or treatment of articles or merchandise from the following previously prepared materials:		
	Canvas	x	x
	Chemicals	a	
	Clay	x	x
	Cloth	x	x
	Cork	x	x
	Feathers	x	
	Felt	x	x
	Fiber	c	
	Fiberglass & resins	a	

**TABLE 3
INDUSTRIAL LAND USES**

		I	EOZ
	Fur	x	
	Glass	x	x
	Hair	x	
	Leather	x	
	Paper	c	
	Pharmaceuticals	a	x
	Precious or semi-precious stones or metals	x	x
	Plaster	x	
	Plastic	a	
	Rubber	a	
	Textiles	x	x
	Wood	c	
	Yarn	x	x
	10. Metal fabrication	a	x
	11. Millwork, planing mills, saw mills, wood products	a	
	12. Photographic equipment & materials, film processing	x	x
	13. Printing, lithography & book binding	x	x
	14. Sign manufacture	x	x
C.	AUTO, BOAT, RV, BUS, TRUCK & TRUCK TRAILER SERVICE	I	EOZ
	1. Agricultural equipment & machinery sales & service.	c	c
	2. Auto electric & ignition	x	x
	3. Batteries	a	a
	4. Brakes	x	x
	5. Glass	x	x
	6. Mufflers	x	x
	7. Painting	c	c
	8. Parts	b	b
	9. Radiators	x	x
	10. Repair & overhaul	c	c
	11. Service stations	x	x
	12. Tire recapping & retreading	x	x
	13. Tire Sales	x	x
	14. Truck & truck trailer sales & service	x	x
	15. Transmissions	x	x
	16. Upholstery	x	x

**TABLE 3
INDUSTRIAL LAND USES**

D.	INDUSTRIAL YARD USES	I	EOZ
	1. Agricultural equipment & machinery sales & service	f	a
	2. Building materials & lumber sales yards	a	
	3. Contractors storage yards	a	
	4. Feed yards	c	
	5. Fuel yards, coal & wood	x	
	6. Grading stations	c	
	7. Heavy equipment storage, service & repair yards	a	
	8. Heliports	a	
	9. Junk, scrap, used materials & auto wrecking yards	f	
	10. Parking facilities, including truck & trailer parking, park & ride lots	x	
	11. Pipe storage	x	
	12. Plant nurseries, wholesale	x	x
	13. Public scales	x	
	14. Recycling facilities	a	
	15. RV, boat, auto, truck & trailer storage	x	
	16. Truck terminals	c	
E.	REPAIR, SERVICE & INCIDENTAL SALES	I	EOZ
	1. Communication & public utility distribution and service facilities	c	c
	2. Delivery service	x	x
	3. Equipment rental	x	x
	4. Janitorial service	x	x
	5. Laundry & dry cleaning plants	x	
	6. Pest control service	a	a
	7. Shop uses:		
	Blacksmith	a	a
	Cabinet, carpenter, woodworking	c	c
	Contractors	x	x
	Electrical	x	x
	Electric motor rebuilding	x	x
	Heating & air conditioning	x	x
	Hydraulic, well drilling equipment	x	
	Machine	x	x
	Pipe	x	x
	Plumbing	x	x
	Pool service	x	x
	Pumps, irrigation & sprinkler systems	x	
	Sheet metal	c	

**TABLE 3
INDUSTRIAL LAND USES**

		I	EOZ
	Upholstery	x	x
	Welding	c	c
	8. Taxicab service & storage	x	
	9. Trade schools	c	c
	10. Tree service	x	x
F.	STORAGE & WAREHOUSE USES	I	EOZ
	1. Agricultural chemical & fertilizer sales & storage	a	
	2. Bottled gas distribution & storage	c	
	3. Cold storage plants, frozen food lockers	x	x
	4. Grain elevators, bean, feed, grain & seed processing & storage	a	
	5. Mini-storage facilities	x	
	6. Petroleum distribution & storage	a	
	7. Warehousing, including furniture & household goods	x	x
	8. Wholesaling & distributing, excluding explosive, flammable & toxic materials	x	
	9. Wholesaling, distribution, storage & testing of explosive, flammable & toxic materials	a	
G.	MISCELLANEOUS USES	I	EOZ
	1. Accessory buildings & uses customarily appurtenant to a permitted use	x	
	2. Agriculture, general	x	
	3. Auctions: 2/21/85 Interpretation by Planning Commission	a	
	4. Cafes & coffee shops, serving the industrial area	x	x
	5. Micro-chip assembly	a	x
	6. Mini Marts serving the Industrial Area	a	x
	7. Mixed use developments	a	x
	8. Offices	e	c
	9. Passenger terminals	c	c
	10. Churches		
	11. Public & quasi public buildings & uses appropriate to the area	c	a
	12. Research & development facilities	a	a
	13. Residence for a caretaker or watchman	b	
	14. Temporary outdoor uses	d	
	15. Testing laboratories, excluding explosive, flammable & toxic materials	x	a
	16. Wells, gas & oil.	a	a

ATTACHMENT G

**Comprehensive Sign Plan
For the
Panattoni Mixed-Use Development**

**Phase 1 - Auto Dealerships
Woodland Motors & Hoblit Motors**

February 22, 2012

Hoblit Motors

LOGO/ SIGNS AREA

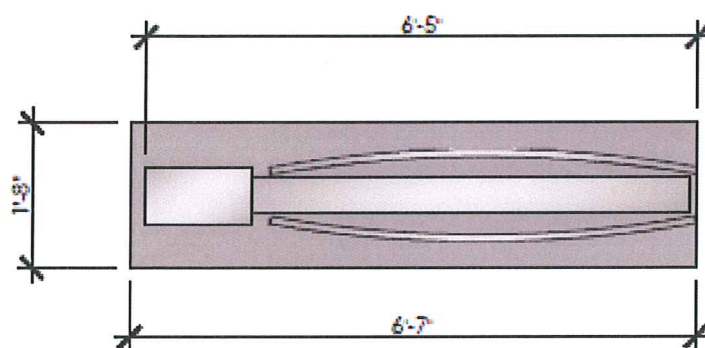
1		$49.4 \text{ SF} \times 2 = 98.8 \text{ SF}$
2		$28 \text{ SF} \times 2 = 56 \text{ SF}$
3		$15 \text{ SF} \times 2 = 30 \text{ SF}$
4		$28.2 \text{ SF} \times 1 = 28.2 \text{ SF}$
5		$38 \text{ SF} \times 1 = 38 \text{ SF}$
6		$35.4 \text{ SF} \times 1 = 35.4 \text{ SF}$
7		$39.4 \text{ SF} \times 3 = 118.2 \text{ SF}$
8		$22.8 \text{ SF} \times 2 = 45.6 \text{ SF}$

TOTAL

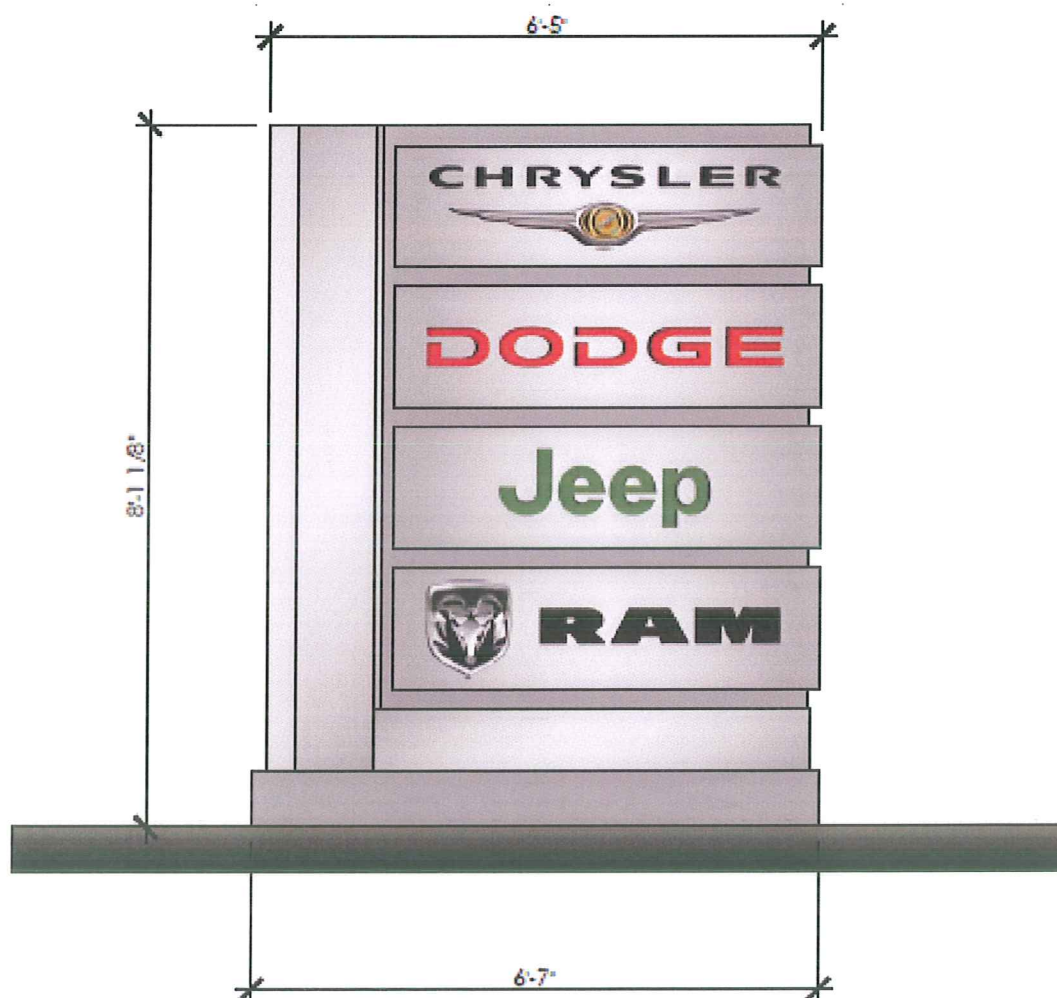
= 450.2 SF

Hoblit Motors Entrance Monument Sign

8'11 $\frac{1}{8}$ " x 6'5" = 51'11" sq. ft.

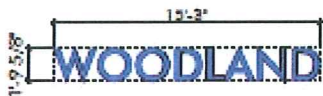


FLOOR PLAN

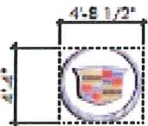


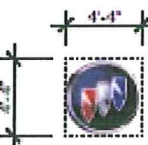
Woodland Motors

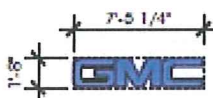
LOGO/ SIGNS AREA

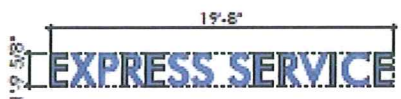
①  27.5 SF x 3 = 82.5 SF

②  56.1 SF x 3 = 168.3 SF

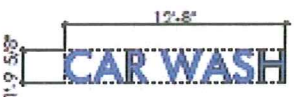
③  20.4 SF x 2 = 40.8 SF

④  18.8 SF x 2 = 37.6 SF

⑤  12.4 SF x 2 = 24.8 SF

⑥  35.4 SF x 1 = 35.4 SF

⑦  39.4 SF x 2 = 78.8 SF

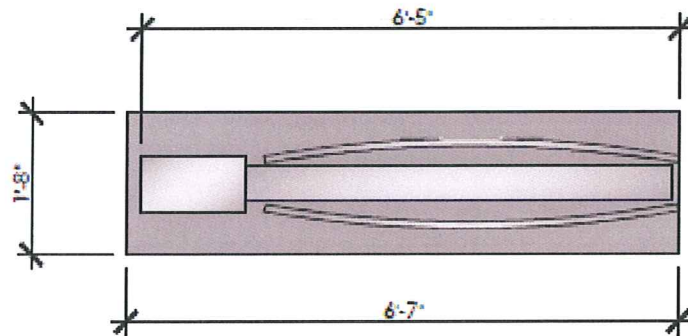
⑧  22.8 SF x 2 = 45.6 SF

⑨  27.6 SF x 1 = 27.6 SF

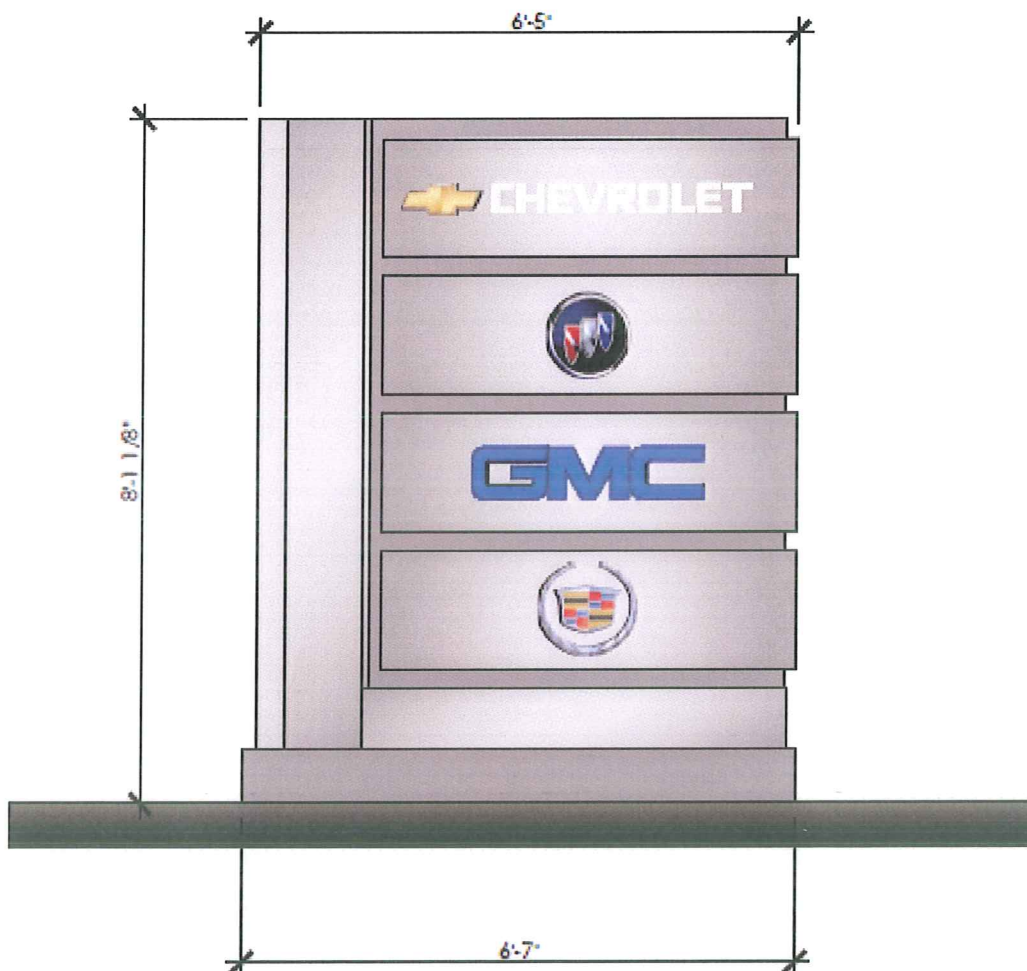
TOTAL = 541.4 SF

Woodland Motors Entrance Monument Sign

8'11 $\frac{1}{8}$ " x 6'5" = 51"11" sq. ft.

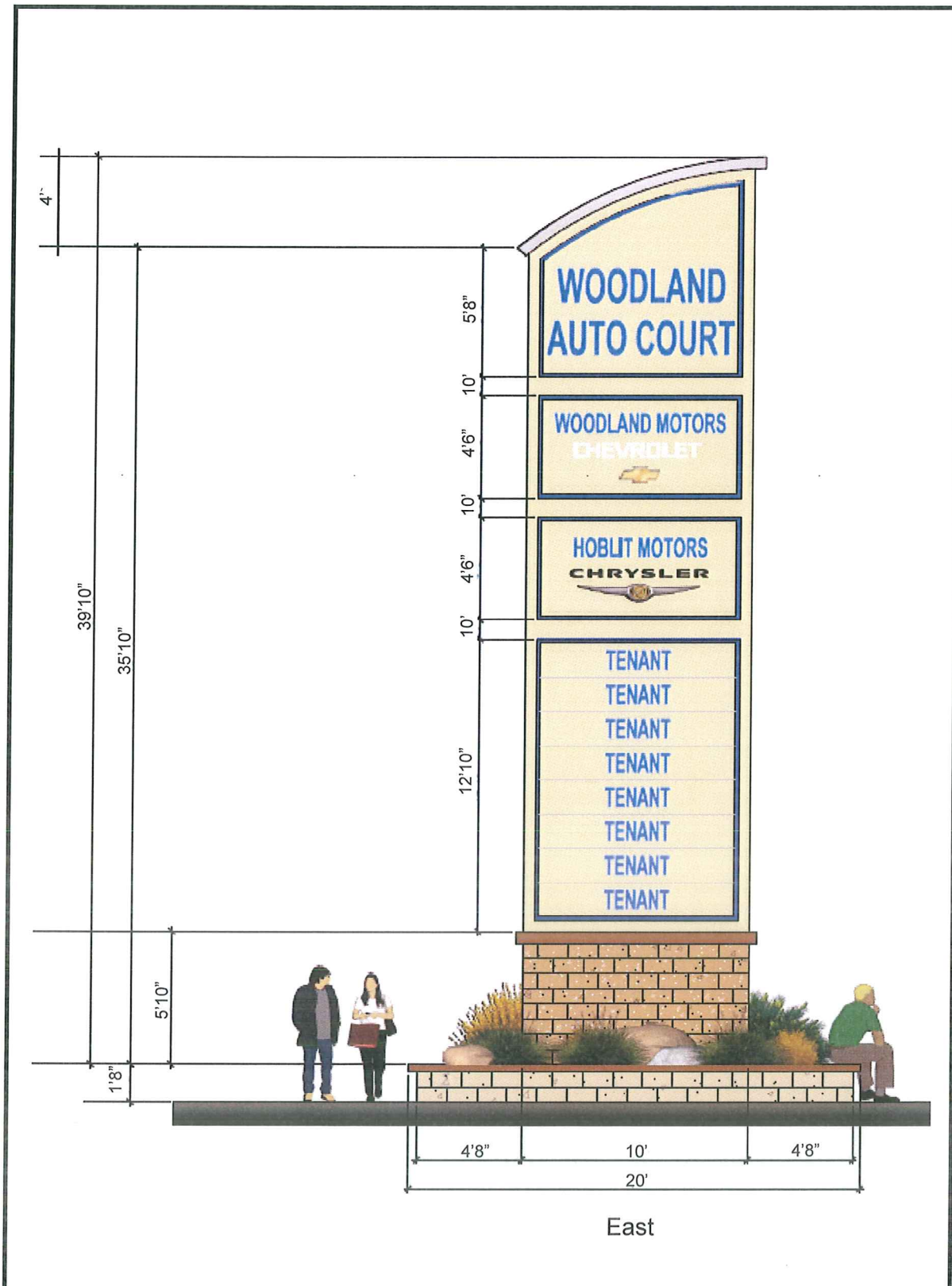


FLOOR PLAN

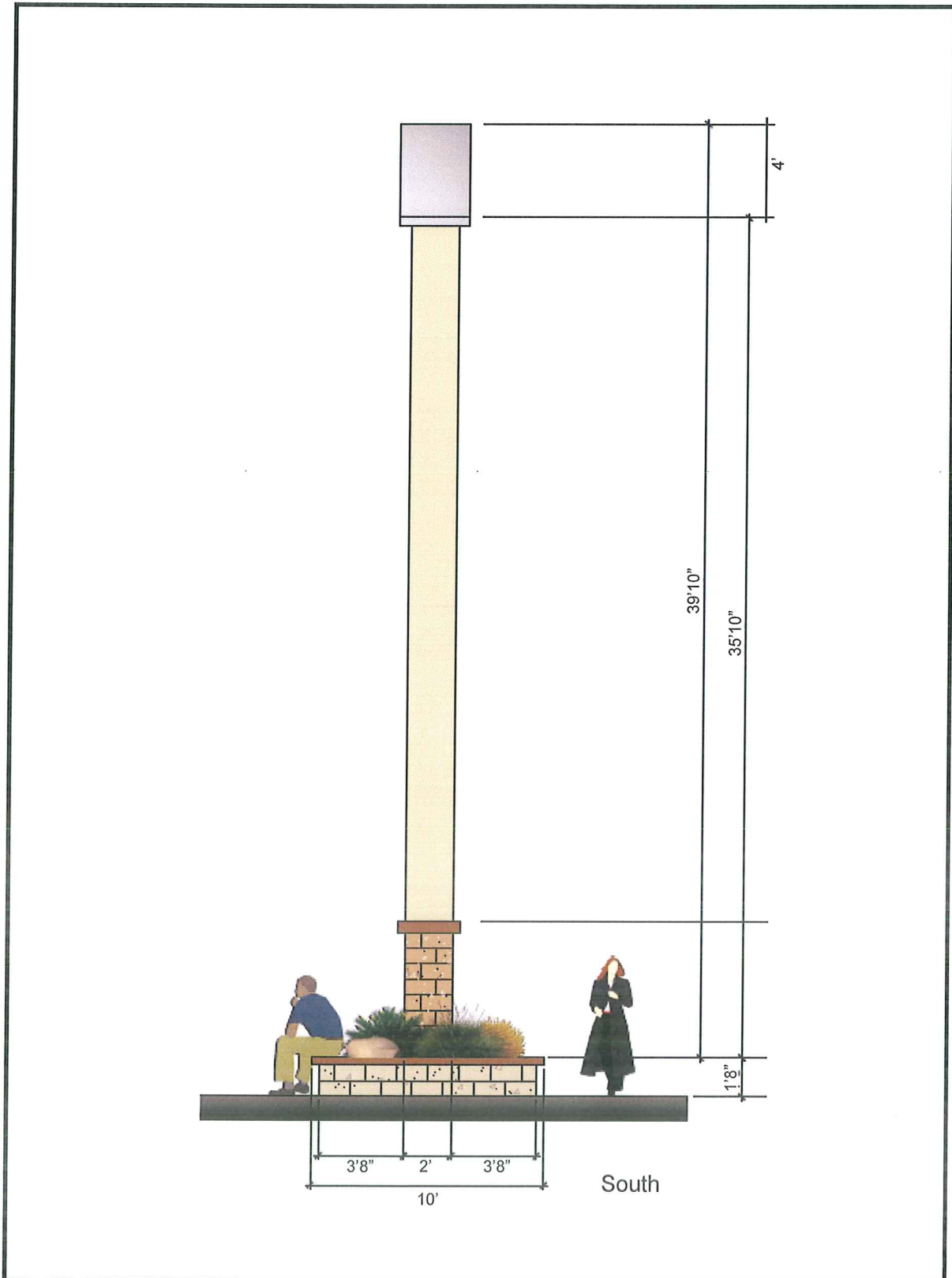


Development Identification and Tenant Monument Sign

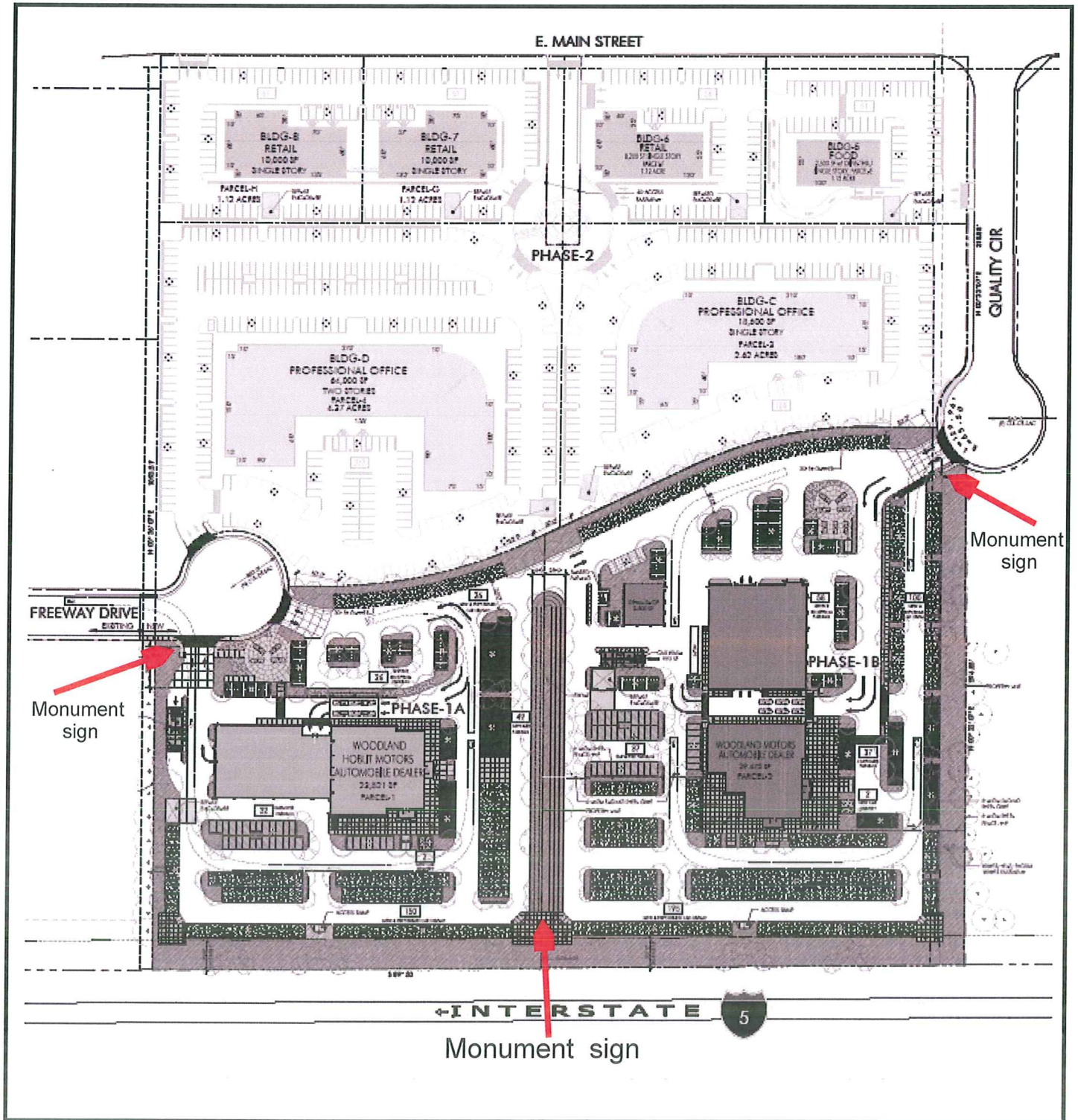
34' x 10' = 340 sq. ft.

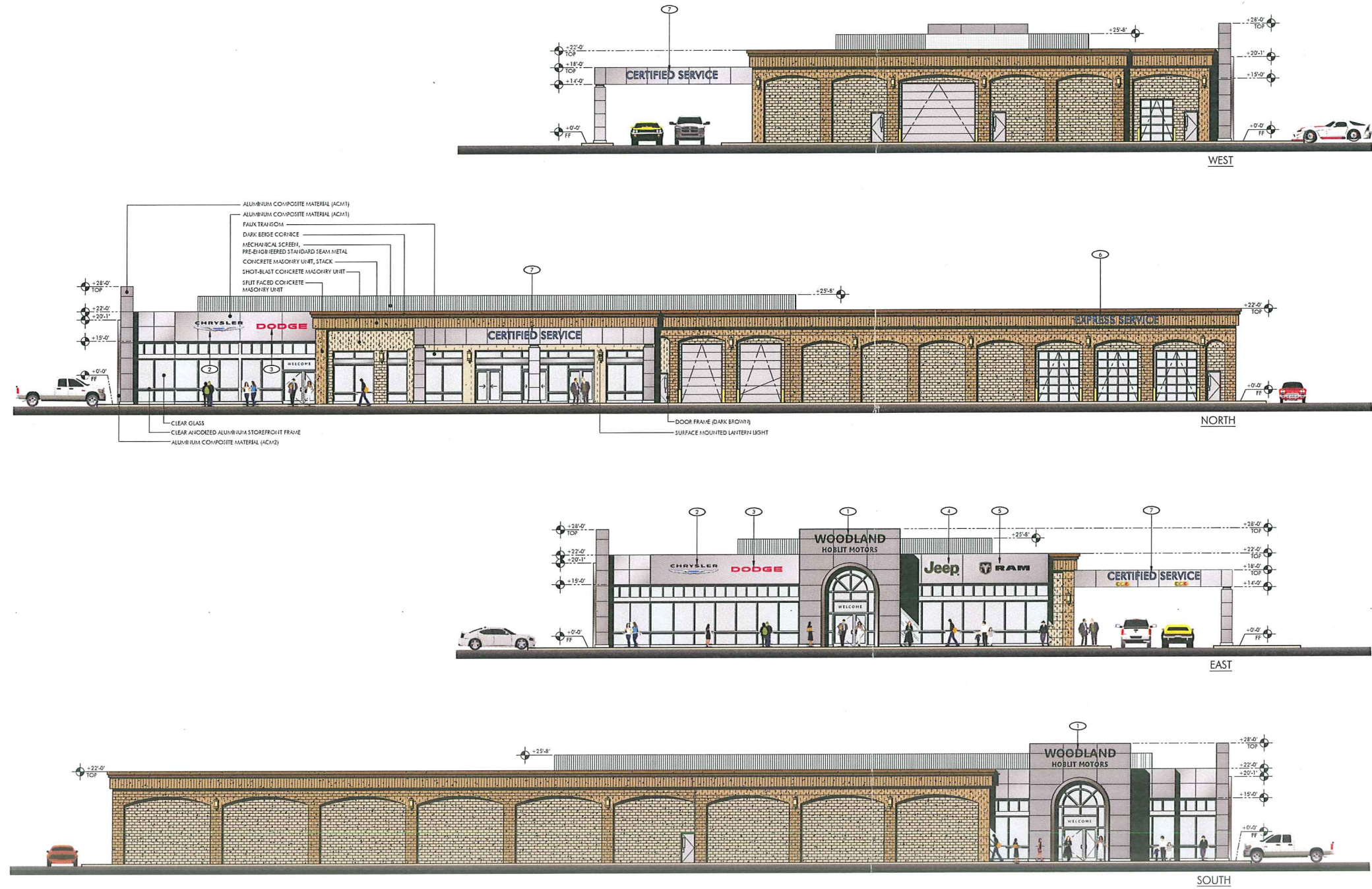


Development Identification and Tenant Monument Sign



Monument Sign Locations



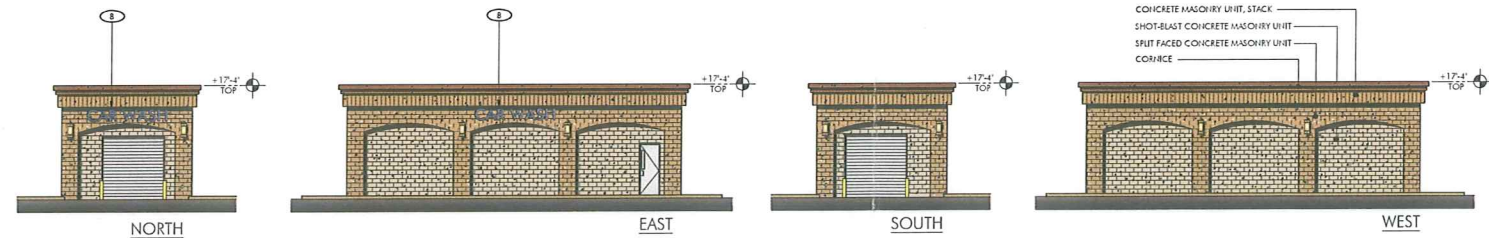


LEGEND

- ACM1: ALUMINUM COMPOSITE MATERIAL, ALPOLIC OR EQUAL, 'SILVER METALLIC'
- ACM2: ALUMINUM COMPOSITE MATERIAL, ALPOLIC OR EQUAL, 'HPA HIGH POLISHED ALUMINUM'
- CMU1: CONCRETE MASONRY UNIT, STACKED, BASALT COLOR 101 BEIGE
- CMU2: SPLIT-FACE CONCRETE MASONRY UNIT, BASALT COLOR 335 BEIGE & RUST
- CMU3: SHOT-BLAST CONCRETE MASONRY UNIT, BASALT COLOR 101 BEIGE
- CMU4: SPLIT-FACE CONCRETE MASONRY UNIT, BASALT COLOR 335 BEIGE & RUST
- STOREFRONT WINDOW SYSTEM: KAWNEER, CLEAR GLASS AND CLEAR ANODIZED ALUMINUM FRAME
- PRE-ENGINEERED STANDARD SEAM METAL, PAINTED SILVER METALLIC

LOGO/ SIGNS AREA

1	WOODLAND HOBLIT MOTORS	49.4 SF x 2 = 98.8 SF
2	CHRYSLER	28 SF x 2 = 56 SF
3	DODGE	15 SF x 2 = 30 SF
4	Jeep	28.2 SF x 1 = 28.2 SF
5	RAM	38 SF x 1 = 38 SF
6	EXPRESS SERVICE	35.4 SF x 1 = 35.4 SF
7	CERTIFIED SERVICE	39.4 SF x 3 = 118.2 SF
8	CAR WASH	22.8 SF x 2 = 45.6 SF
TOTAL		= 450.2 SF



ARCHITECT



CONSULTANTS

SHEET

BUILDING A - EXTERIOR ELEVATIONS

PROJECT

WOODLAND HOBLIT MOTORS
AUTOMOBILE DEALER

WOODLAND, CA

ONE INCH

If this line is not one inch long, you have misread a drawing that has been reproduced at a scale other than 1" = 1'.

REF. NORTH

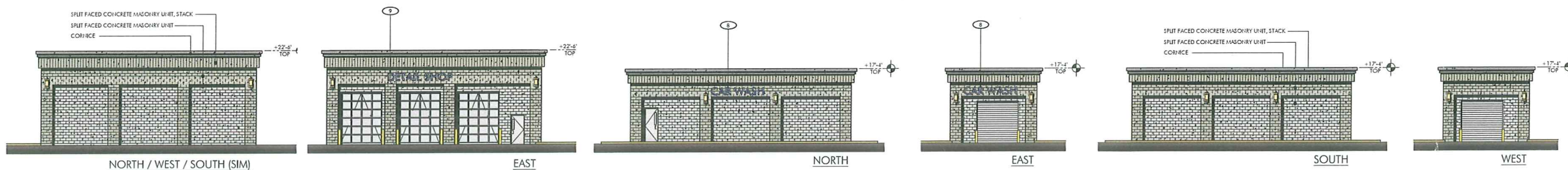
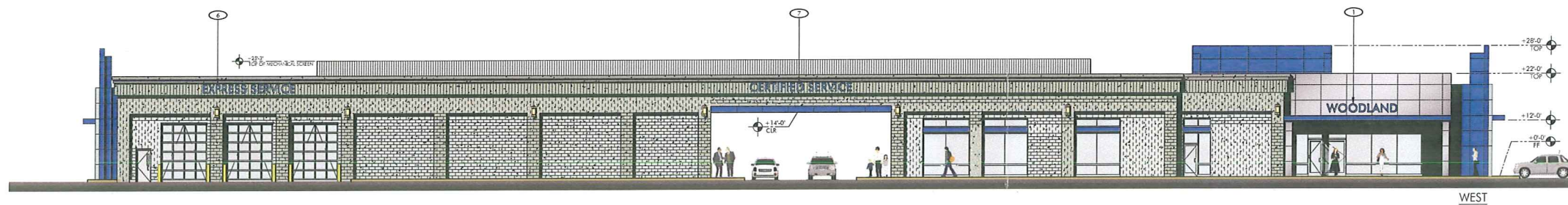
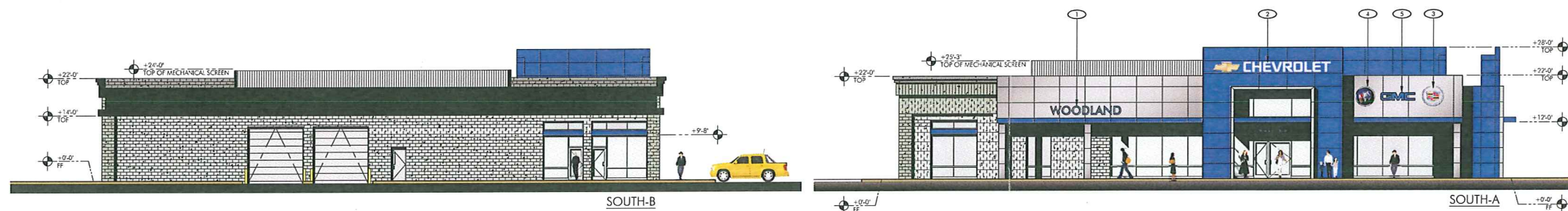
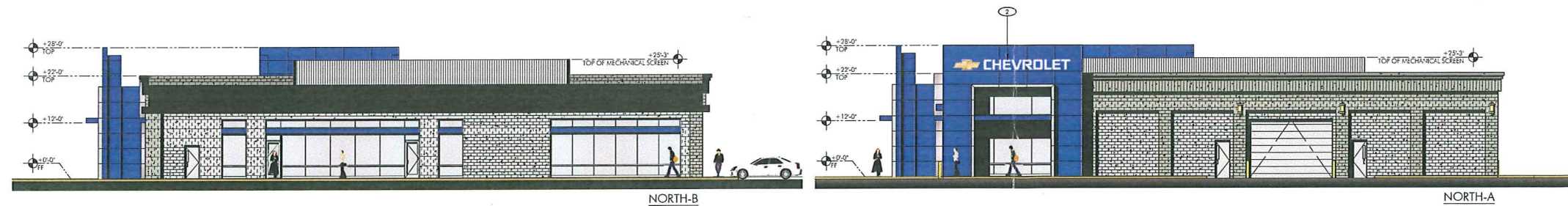
DATE: 02/22/12

0' 5' 10' 20'

SCALE: 3/32" = 1'-0"

JOB NO. WCD-11003

SHEET NO. **A3.1**



LEGEND

- ACM1: ALUMINUM COMPOSITE MATERIAL, ALPOLIC OR EQUAL, TBX, BRIGHT ALUMINUM METALLIC
- ACM2: ALUMINUM COMPOSITE MATERIAL, ALPOLIC OR EQUAL, CVB BLUE, CHEVROLET BLUE
- ACM3: ALUMINUM COMPOSITE MATERIAL, ALPOLIC OR EQUAL, DM HIZ ALUMINUM, BRUSHED HAIRLINE ALUMINUM
- CMU1: CONCRETE MASONRY UNIT, STACKED, BASALITE, COLOR 225 GRAY
- CMU2: SPLIT-FACE CONCRETE MASONRY UNIT, BASALITE COLOR 389 GRAY & DARK GRAY MIXED
- CMU3: SHOT-BLAST CONCRETE MASONRY UNIT, BASALITE COLOR 225 GRAY
- STOREFRONT WINDOW SYSTEM: KAWNEER, CLEAR GLASS AND CLEAR ANODIZED ALUMINUM FRAME
- PRE-ENGINEERED STANDARD SEAM METAL, PAINTED SILVER METALLIC

LOGO/ SIGNS AREA

1	WOODLAND	27.5 SF x 3 =	82.5 SF
2	CHEVROLET	56.1 SF x 3 =	168.3 SF
3	GMC	20.4 SF x 2 =	40.8 SF
4	GMC	18.8 SF x 2 =	37.6 SF
5	GMC	12.4 SF x 2 =	24.8 SF
6	EXPRESS SERVICE	35.4 SF x 1 =	35.4 SF
7	CERTIFIED SERVICE	39.4 SF x 2 =	78.8 SF
8	CAR WASH	22.8 SF x 2 =	45.6 SF
9	DETAIL SHOP	27.6 SF x 1 =	27.6 SF
TOTAL			= 541.4 SF

ARCHITECT

FMA
FMA ARCHITECTURE PLANNING INTERIORS
7801 TOULON BLVD. SUITE #110 SACRAMENTO, CA 95832
PH: 916.448.2724 FAX: 916.448.4997

CONSULTANTS

SHEET

EXTERIOR ELEVATIONS

PROJECT

**WOODLAND
MOTORS
AUTOMOBILE
DEALER**

WOODLAND, CA

ONE INCH
If this line is not one inch long, you have indicated a drawing that has been reproduced at a scale other than 1" = 1'.

REF. NORTH

DATE: 02/22/12

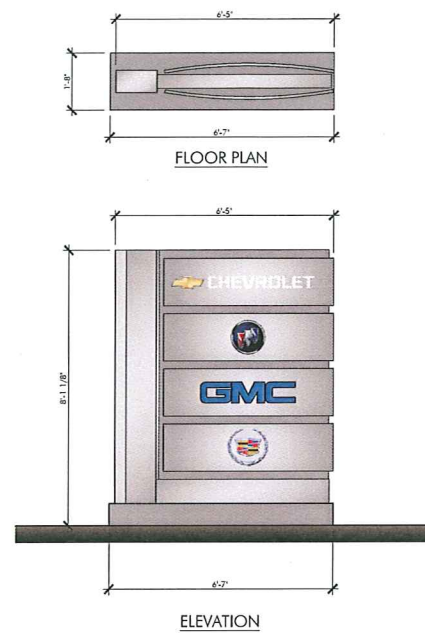
0' 5' 10' 20'

SCALE: 3/32" = 1'-0"

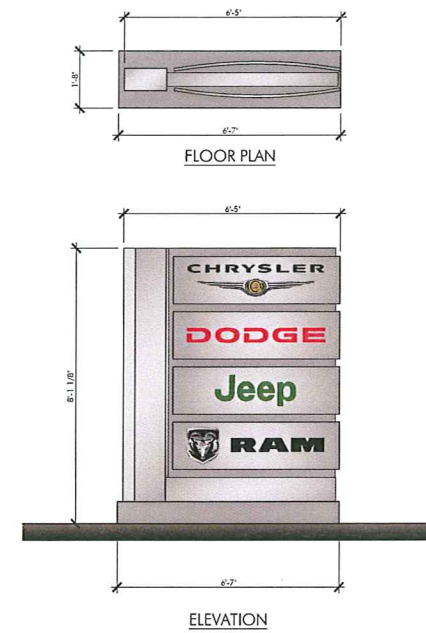
JOB NO. WGM-11005

SHEET NO.

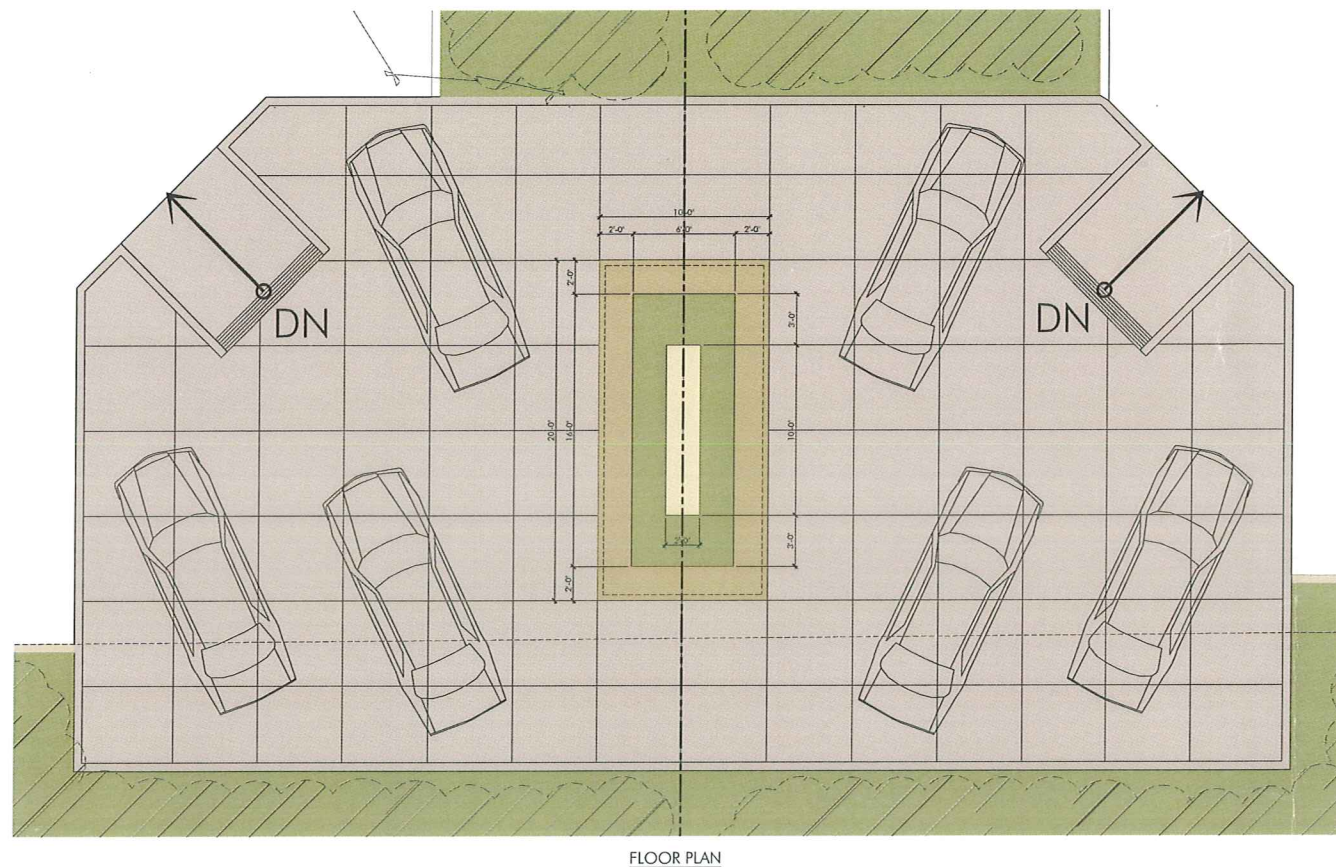
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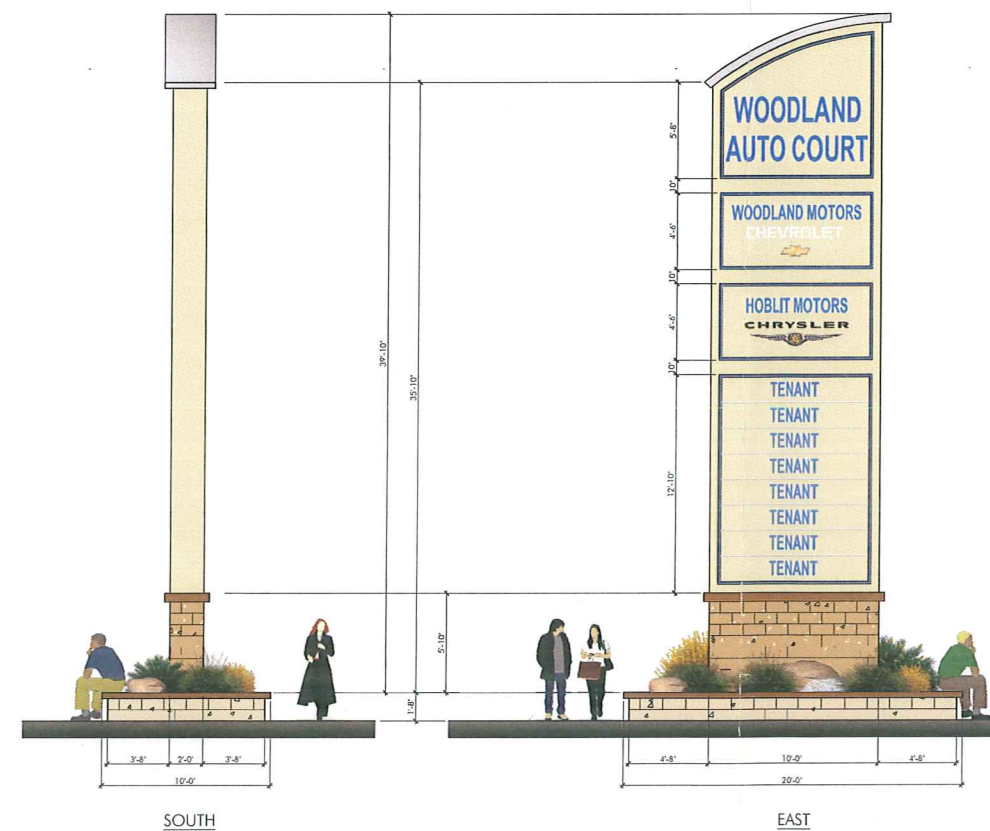
WOODLAND MOTORS ENTRANCE MONUMENT SIGN



HOBLIT MOTORS ENTRANCE MONUMENT SIGN



MULTI TENANTS PROJECT MONUMENT SIGN



ARCHITECT

FMA
FMA ARCHITECTURE PLANNING INTERIORS
7800 FORD AVE. SUITE #110 SACRAMENTO, CA 95822
PH: 916.449.2724 FAX: 916.449.4997

CONSULTANTS

SHEET

MONUMENT SIGN
FLOOR PLANS /
ELEVATIONS

PROJECT

WOODLAND
MIXED USE
MASTER PLAN

WOODLAND, CA

ONE INCH
If this line is not one inch long, you have misread a drawing
that has been reproduced at a scale other than 1" = 1'-0"

REF. NORTH

DATE: 02/23/12

JOB NO. WAC -11002

SHEET NO. **A1.4**

**CITY OF WOODLAND
PLANNING COMMISSION
RULES AND REGULATIONS
(Modified September 3, 2009)**

I. DUTIES AND RESPONSIBILITIES

The duties of the Planning Commission shall be those prescribed by the Government Code of the State of California and Ordinances adopted by the City. The Commission shall have the following functions:

- 101. Planning for the physical development of the City.
- 102. Maintaining the General Plan.
- 103. Maintaining the Subdivision and Zoning Ordinances.
- 104. Approving tentative subdivision maps.
- 105. Recommending amendments to the General Plan to the City Council.
- 107. Acting on other planning requests such as conditional use permits, variances, etc.
- 108. Administering the California Environmental Quality Act (CEQA).

II. MEMBERSHIP

- 201. The Commission, as provided by ordinance, shall be composed of seven (7) members, not officials of the City, appointed by the Mayor, with approval of the Council, to serve staggered terms, said terms to be determined by the City Council.
- 202. The Commission members shall serve the City as a whole, shall represent no special group or interest and they shall publicly state when they are interested in a matter before the Commission and, therefore, disqualify themselves from voting.

III. TERM AND CONDUCT

- 301. The term of appointment of any member of the Planning Commission who has been absent with unexcused absences from either three (3) consecutive regular or special meetings, or who has missed more than four (4) of the meetings in a 12-month period, shall automatically terminate. "Unexcused absence" shall mean a absence which was not a subject of a request by the appointee which, prior to such absence, has been approved by the majority vote of such board, commission or committee. Other acceptable cause for absence may include the following: personal or family illness, vacations, occasional business obligations, military leave or the loss of a loved one. If an absence will be unavoidable, a Commissioner should leave word with the Community Development Department no later than 12:00 PM on the day of the scheduled meeting.

It is also expected that Planning Commission members will be on time for meetings.

It is recommended that Commission members be ready a minimum of five minutes prior to the meeting time.

The Planning Commission conducts the business of the City with regard to land use and Zoning matters and as an advisory agency to the City Council. Actions of the Commission can have an impact on the City as well as on those coming before this body for review and determination. It is necessary for meetings to be conducted in a timely and efficient manner.

IV. OFFICERS

- 401. The officers of the Commission shall consist of a Chairperson and Vice-Chairperson. The Chairperson and Vice-Chairperson shall be elected annually at the first meeting in September by a majority of the Commission.
- 402. The Chairperson and Vice-Chairperson shall hold their respective offices until the next annual meeting after election and until their successors are elected. Their terms of office are limited to two (2) consecutive years.
- 403. Vacancies in the office of Chairperson and Vice-Chairperson shall be filled from the membership of the Commission by an election held at any meeting.

V. DUTIES OF OFFICERS

- 501. The Chairperson shall preside at all meetings. He or she shall appoint all standing committees each year following the election of officers and such special committees as from time to time may be authorized by the Commission. He or she may present to the Commission such matters as in his or her judgment require attention; and he or she need not vacate his or her chair for the purpose of actively discussing (as a member of the Commission) an item on the agenda or a subject for review, discussion and recommendation by the Commission.
- 502. The Chairperson (and the Commission) shall be guided by the Roberts Rules of Order, latest revision, on all questions of procedure and parliamentary law not covered by these rules and regulations.
- 503. At the request of any member of the Commission, the Chairperson shall direct that a written record be made and entered on any questions before the Commission.
- 504. The Chairperson shall exercise firm control and direction during the course of any Commission meeting or hearing. (No member of the Commission or of the general public shall address the Commission until recognized by the Chairperson.)
- 505. The Community Development Director shall exercise general supervision over the business papers and property of the Commission.
- 506. On the absence of the Chairperson, the Vice-Chairperson shall perform all duties of the Chairperson.
- 507. The Commission shall elect a temporary Chairperson from the members present in the event that both the Chairperson and Vice-Chairperson are absent.
- 508. The Commission may designate any of its members to represent its views with respect

to a particular issue. Without such authorization, however, the Commission shall be represented by the Chairperson or Vice-Chairperson. Individual members of the Commission should refrain from appearing before the City Council or other bodies interested in issues before the Planning Commission to discuss issues within the subject matter jurisdiction of the Commission.

VI. DUTIES OF STAFF

601. The Community Development Director shall keep a true and complete public record of the resolutions, transactions, findings, and determinations of the Commission, and with approval of the Commission, may delegate certain duties of his or her office to a Recording Secretary.
602. The Community Development Director shall attest all resolution executed by the Chairperson on behalf of the Commission.
603. The Community Development Director shall keep a permanent record of the meeting of the Commission and shall cause to be made such public notices as required and in the manner prescribed by statute, ordinance, or these rules, and to attend to all official correspondence of the Commission. He or she shall provide reports on subdivision plats, zoning changes, variances, and other planning and zoning matters. He or she shall submit reports on planning studies, general or master plan studies, progress reports on the work of the Planning Commission and on any other matters vital to the efficient and expeditious operation of the Planning Commission.
604. On their appointment to the Commission, new members shall be briefed by the Community Development Director on the general scope of City and regional planning and on the duties of the Commission.
605. The Community Development Director shall prepare for the Commission all letters of transmittal to the City Council relative to zoning changes, special permits and subdivision maps. All letters to the Council shall be signed by the Community Development Director.
606. Copies of Commission minutes, resolutions, and all recommendations required to the City Council shall be sent to the City Clerk by the Community Development Director for distribution to individual Council members.

VII. MEETINGS

701. Regular meetings of the Commission shall be held on the first and third Thursday of every month at 7:00 p.m. in the Council Chambers of the City of Woodland, provided, however, the City Planning Commission may adjourn to any other location within the City. On such adjournment, the Community Development Director shall cause to be posted on the main door of the City Hall a notice of the other location and the time of the meeting.
 - a. In order to assure the efficient use of time for scheduled meetings the Planning Commission will not commence the hearing of any item, whether scheduled for the agenda or not, after 10:30 p.m. unless a majority vote of the Commission agrees to extend the meeting. Further, The Chairperson shall have the authority to limit a presentation before the Planning Commission to not more than five

(5) minutes when, in the judgment of the Chairperson, a prolonged presentation fails to serve the public interest and would result in an unnecessary expenditure of time.

702. Special meetings may be called by the Chairperson or a majority of the members by delivering personally or by mail written notice of each member and to each local newspaper of general circulation, radio, or television station requesting such notice in writing. Such notice must be delivered personally or by mail at least seventy-two (72) hours before the time of such meeting as specified in the notice.

703. No business shall be transacted at any special meeting other than that named for consideration in said notice.

704. The Commission may adjourn from time to time, absentees being notified, and in case there shall be no quorum present at any meeting, the Commissioners present will adjourn from time to time until a quorum is obtained or will adjourn said meeting.

705. A quorum of the Commission shall consist of four (4) voting members. The affirmative vote of a majority of the members present and not disqualified as provided in Section 202 is required to approve and to transmit advice and recommendations to the City Council on planning matters and to approve any request or action within the power and scope of the Planning Commission excepting as set forth in Section 1101 herein.

706. The Chairperson shall have the same voting privilege as any other member including the right to make motions and to second motions.

707. An agenda shall be prepared by the Community Development Director for each regular meeting of the Commission, and the mailing of the agenda shall serve as notification of the meeting. A copy of same shall be sent by the Community Development Director to all members of the Commission in advance of each meeting.

708. The agenda for each meeting shall contain only those items which have been submitted to the Community Development Director in sufficient time for review, analysis, referrals to other interested departments, or public bodies and preparation of necessary reports.

- a. The Community Development Director shall have the authority to withhold from an agenda or to remove from a tentative agenda any item which is not complete and sufficient for Planning Commission action or any item which has been revised subsequent to the initial filing and has not received adequate time for a comprehensive review by responsible staff agencies.

VIII. OFFICIAL RECORDS

801. The official records shall include these rules and regulations and the minutes of the meetings of the Commission together with all resolutions adopted, findings, decisions, and other official action.

802. The official records shall be on file in the Community Development Director's office and shall be open to public inspection during customary working hours.

803. The Commission shall keep minutes of its proceedings which shall show the vote on every question on which it Acts. Roll call vote may be requested by any member of the Commission, or at the discretion of the Chairperson.

804. A copy of these rules and regulations and all amendments thereto shall be placed on permanent file in the office of the City Clerk within ten (10) days of adoption.

IX. ORDER OF BUSINESS

901. The Commission shall consider matters before it at its regular meetings according to the following schedule.

1. Calling the roll.
2. Approval of Minutes.
3. Director's Report.
4. Public Comment on non agenda items.
5. Items for Commission consideration with public comment.
6. Motion to adjourn.

X. COMMITTEES

1001. Committees shall aid the Commission in the review and disposition of Commission business within their assigned areas of responsibility.

1002. Special committees shall be appointed only to handle matters not otherwise assignable to a standing committee.

XI. POLICIES AND SUPPLEMENTAL PROCEDURES

1101. All matters of policy affecting the Commission shall be decided at regular meetings or at special meetings called for that purpose.

1102. Supplemental policies, rules, and procedures may be adopted in the same manner as provided for amendments to these rules and regulations.

XII. AMENDMENTS

1201. Amendments to these rules and regulations may be made by the Commission at any regular meeting or special meeting called for that purpose upon the affirmative vote of at least four (4) members, provided such amendment is proposed at a preceding meeting, and that all members have been formally notified thereof.

XIII. ADOPTION

1301. All other by-laws and regulations pertaining to the transaction of business are hereby repealed and these rules and regulations shall be in effect immediately upon adoption.

1302. Nothing in these rules and regulations shall be construed to overrule State or City laws and regulations.

N/COMSHARE/AGENDAPC/PCADMIN/PC RULES AND REGULATIONS

MEMORANDUM

TO: PLANNING COMMISSION MEMBERS

FROM: Cindy A. Norris, Principal Planner

SUBJECT: Climate Action Plan Process

DATE: May 17, 2012

INFORMATIONAL UPDATE:

Information provided regarding efforts in the development of the City of Woodland's Climate Action Plan.

BACKGROUND:

The City of Woodland has begun a process to develop a Climate Action Plan (CAP) by the end of 2012. A CAP is a planning document that provides strategies for reducing communitywide energy use and greenhouse gas (GHG) emissions, also referred to as a "carbon footprint." This effort is being funded by PG&E's Green Communities Program through the Yolo County-PG&E local government partnership, Yolo Energy Watch. The technical work is underway and is being conducted by the UCD Sustainable Design Academy under the direction of climate change authority Dr. Deb Niemeier.

Through numerous state actions, California has led efforts to address climate change and encourage sustainable practices. AB 32, passed in 2006, instituted state limits on future greenhouse gas emissions. The California Environmental Quality Act also requires that communities calculate the emissions associated with new development projects and incorporate mitigation for those emissions into project approvals. The CAP is intended to provide a clear strategy and priorities for meeting state-established reduction goals and to provide greater certainty about future City planning and permitting requirements.

The City held the first Climate Action Plan Stakeholder meeting on April 18, 2012. The meeting was well attended. And participants hopefully took information from that meeting back to organizations and interested parties.

NEXT STEPS

The first public outreach meeting is scheduled to be held June 20, 2012 at the Community and Senior Center. Dr. Deb Niemeier, a renowned climate change authority will be speaking to the group. The City intends to hold two public workshops as part of this effort, as provided in the attachments.

Workshop #1 (June 20, 2012)

Public Visioning Workshop and Topics

- Climate Action Plan purpose and use
- Potential Green house gas reduction strategies
- Community priorities

Workshop #2 (August 8, 2012)

Public Strategies Workshop and Topics

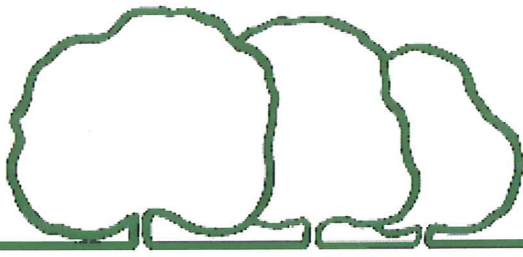
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RECOMMENDED ACTION

Staff is recommending that the Planning Commission review the attached materials. Commission members are invited and encouraged to attend future public workshops.

Attachment

Handouts from the first Stakeholder meeting April 18, 2012



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Public Outreach Planning – Kickoff Meeting
The Burger Saloon, 601 Main Street
April 18, 2012

Meeting Objectives

- Explain Climate Action Plan purpose, use, and development process
- Inspire stakeholder group to participate in Climate Action Plan development and help build broad community participation
- Gather input on questions, concerns, ideas about public outreach needs

Program

Welcome and Introductions

1) Climate Action Plan as a Guiding Principles Document

- State climate change planning and greenhouse gases (“carbon footprint”)
- Climate Action Plan purpose and use
- Relationship to General Plan and permitting processes

2) Woodland’s Climate Action Plan Process: Background and Overview

- City Council commitments and Energy Committee efforts
- PG&E funding, UCD technical team, and overall schedule

3) Developing a Climate Action Plan

- Climate Action Plan process
- Greenhouse gas reduction targets and strategies

4) Stakeholder Planning Committee Role

- Public outreach schedule
- How you can help



Thanks to Yolo Energy Watch and the PG&E Green Communities Program for funding Woodland’s Climate Action Plan preparation and outreach activities, including this lunch meeting!



CITY OF WOODLAND CLIMATE ACTION PLAN

Stakeholder Planning Committee Meeting

April 18, 2012

1) The Climate Action Plan as a Guiding Principles Document

Purpose and Use

- “Greenhouse gases” (GHGs) are those gases, such as carbon dioxide (CO₂), that trap heat in the atmosphere. Many states have developed initiatives to reduce GHG emissions associated with human activities, particularly the burning of fossil fuels to run vehicles and produce electricity, because of widespread concerns about their effects on the earth’s climate.
- AB 32, passed in 2006, committed the state to reducing GHG emissions to 1990 levels by 2020, or 25% below forecasted levels.
- The state encourages local communities to reduce GHG emissions by approximately 15% from current (2005) levels by 2020 (considered equivalent to 1990 levels).
- A local Climate Action Plan is based on the premise that local governments and the communities they represent are uniquely capable of addressing many of the major sources of emissions within their jurisdictions.
- A Climate Action Plan provides background analysis and existing (“baseline”) emissions, future GHG reduction targets, and a community-based policy framework to address community-wide GHG emissions sources.
- Climate Action Plan program strategies can provide many co-benefits, for example, increased emphasis on transit-oriented development corresponds to more walkable communities and better air quality, thus better health and livability effects.

Relationship to Other City Documents, Including the General Plan, Zoning and Permitting

- Climate Action Plans, or energy-efficiency plans, are becoming a requirement for many state and federal grant processes.
- Climate change impacts and adaptation policies are now required in local General Plans.
- Policies identified in the Climate Action Plan to achieve GHG reduction targets will dovetail into an anticipated General Plan update of land use, transportation, building design, and infrastructure policies and programs.
- GHG reduction measures recommended in the General Plan may become standards that are incorporated into the Zoning Ordinance.
- Having a consistent planning approach to GHG reduction can help streamline certain permit activities – e.g., solar.

California Environmental Quality Act (CEQA)

- The State CEQA Guidelines now require analysis and mitigation of GHG emissions for proposed projects.
- This analysis is currently handled in Woodland on a case-by-case basis.
- A Climate Action Plan provides a predictable approach to climate change analysis and mitigation strategies for individual projects.
- CEQA review and permitting may be streamlined for projects that are consistent with a "qualified" Climate Action Plan. A "qualified" Climate Action Plan meets criteria contained in section 15183.5(b) of the State CEQA Guidelines -- includes a public process and review of the mitigation monitoring program.
- CEQA review will occur as part of the final Climate Action Plan and General Plan update process.

Sunday, March 25, 2012 | The Sacramento Bee E3

CARTOON CORNER | Joel Pett



This Joel Pett editorial cartoon appeared in USA Today in December 2009 prior to the Copenhagen climate change conference.

2) Woodland's Climate Action Plan Process

Funding and Technical Analysis

- Fully funded by PG&E Green Communities Program through Yolo Energy Watch (PG&E local government partnership with Yolo County jurisdictions)
- Technical analysis by UCD Sustainable Design Academy, led by Prof. Deb Niemeier, UCD Faculty of Engineering
- Completion of final Climate Action Plan by December 31, 2012



Sample of City Actions Already Undertaken

The Climate Action Plan will build on existing City efforts and provide specific goals, implementation structure, and a way to measure progress. Some efforts to date:



City Energy Use

- LED streetlights
- LEED-certified police station
- Geothermal heating and cooling system for the Community and Senior Center
- Co-generation facility for swimming pool heating with WJUSD
- HVAC upgrades and cool roof systems
- Upgraded water pump motors
- Motion-sensor-activated lights in city offices
- Automation of park irrigation systems and connection to weather-based control system



Transportation

- Waste Management contractually committed to fleet conversion to CNG
- Hybrid vehicles in City fleet
- Free public electric vehicle charging station at Gateway Shopping Center
- Encouraging safe walking through "Safe Routes to Schools" pedestrian improvements



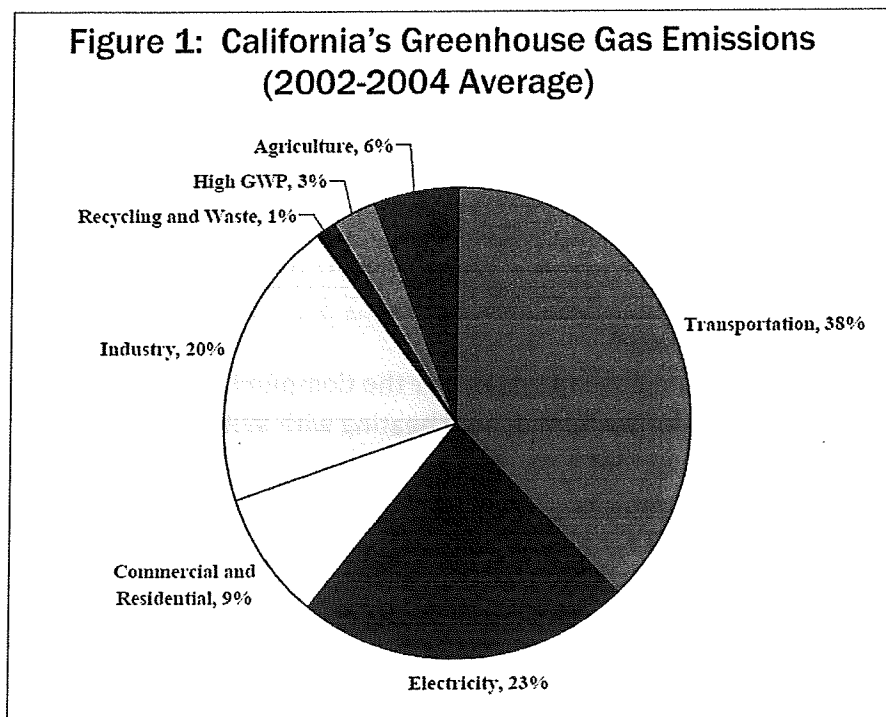
Other Efforts

- City Council Energy Committee, Yolo County Climate Action Compact, California Climate Action Registry participation
- Percentage of homes in Spring Lake required to have solar power
- Streamlined permitting process for solar panel installation
- Water conservation gains
- Energy retrofits promoted through Energy Upgrade California, ICLEI/GroupEnergy, PACE

3) Developing a Climate Action Plan

Process

- **Establish baseline** – the 2005 level of GHG emissions
- **Adopt reduction target** – to meet state expectations, at least 15% below the 2005 GHG emissions level
- **Develop Climate Action Plan measures** – actions, policies, programs to reach the target
- **Implement Climate Action Plan** – timeline may correspond to the period covered by the General Plan
- **Monitor and track progress** –allow for adaptation



Source: California Air Resources Board, *Climate Change Scoping Plan: A Framework for Change*. December 2008.

Example Climate Action Plan Measures

- ❖ Incentives for residential/commercial energy-efficiency retrofits
- ❖ Incentives for solar PV installation
- ❖ Increase bicycle/pedestrian modes
- ❖ Emphasize transit-oriented development
- ❖ Promote planting of shade trees
- ❖ Require solar shade structures for new parking lots
- ❖ Increase low-emission vehicles in city fleet

4) Stakeholder Planning Committee Role

Climate Action Plan (CAP) Meeting Schedule

Date	Activity	Topics	Materials Provided by UCD Team
April 18	Stakeholder Planning Committee kick-off lunch meeting	• CAP purpose and use • CAP development process • How stakeholders can help	
June 13 20	Public Visioning Workshop <i>Community/ Senior Ctr 6:30-8:30</i>	• CAP purpose and use • Potential GHG reduction strategies • Community priorities	✓ Baseline inventory ✓ Summary of City energy-efficiency/ sustainability efforts ✓ Potential reduction strategies, including cost, GHG-reduction potential, & possible funding
July 10	City Council Energy Committee & Stakeholder Planning Committee <i>Community/ Senior Ctr 4:00-5:00/5:30</i>	• June 13 workshop input • Review & organize input on targets and priorities	✓ CAP implementation framework - process to prioritize, implement, and monitor GHG reduction strategies
August 8	Public Strategies Workshop <i>Community/ Senior Ctr 6:30-8:30</i>	• CAP strategies compared to "business as usual" forecast • CAP implementation framework • CAP priority confirmation	✓ "Business as usual" forecast: GHG forecast if current policies and practices continue
August 14	Energy Committee & Stakeholder Planning Committee <i>Community/ Senior Ctr 4:00-5:00/5:30</i>	• Review project progress • Confirm priority CAP strategies	
Nov.13	Energy Committee & Stakeholder Planning Committee <i>Location TBD, 4:00</i>	• Discuss comments on CAP	✓ Public Draft CAP (Oct. 30)

How You Can Help

- ❖ Share information on Climate Action Plan development with your organizations and other contacts.
- ❖ Encourage community interest and participation in Climate Action Plan development.
- ❖ Provide ideas about reaching and engaging community members.
- ❖ Participate in the public workshops - *June 13 and August 8 @ Community & Senior Center.*
- ❖ Work with the City Council Energy Committee to evaluate and organize public input, and to confirm GHG reduction targets and community priorities – *July 10, August 14, and November 13 meetings.*
- ❖ By May 16, send us 2-3 potential GHG reduction measures that can use to help spark discussion in the Public Visioning Workshop.

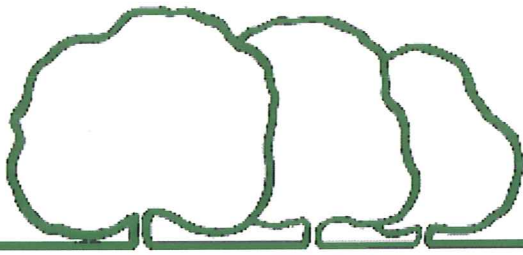
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Marshall Echols, Conservation Coordinator
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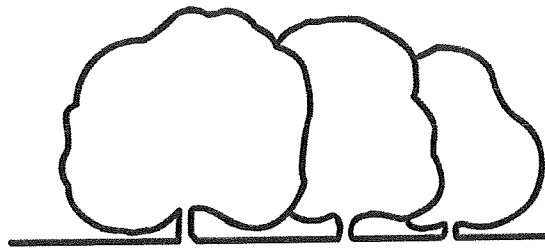
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- Climate change impacts and adaptation policies are now required in local General Plans.
- Policies identified in the Climate Action Plan to achieve GHG reduction targets will dovetail into an anticipated General Plan update of land use, transportation, building design, and infrastructure policies and programs.
- GHG reduction measures recommended in the General Plan may become standards that are incorporated into the Zoning Ordinance.
- Having a consistent planning approach to GHG reduction can help streamline certain permit activities – e.g., solar.

California Environmental Quality Act (CEQA)

- The State CEQA Guidelines now require analysis and mitigation of GHG emissions for proposed projects.
- This analysis is currently handled in Woodland on a case-by-case basis.
- A Climate Action Plan provides a predictable approach to climate change analysis and mitigation strategies for individual projects.
- CEQA review and permitting may be streamlined for projects that are consistent with a "qualified" Climate Action Plan. A "qualified" Climate Action Plan meets criteria contained in section 15183.5(b) of the State CEQA Guidelines -- includes a public process and review of the mitigation monitoring program.
- CEQA review will occur as part of the final Climate Action Plan and General Plan update process.

Sunday, March 25, 2012 | The Sacramento Bee E3

CARTOON CORNER | Joel Pett



This Joel Pett editorial cartoon appeared in USA Today in December 2009 prior to the Copenhagen climate change conference.

2) Woodland's Climate Action Plan Process

Funding and Technical Analysis

- Fully funded by PG&E Green Communities Program through Yolo Energy Watch (PG&E local government partnership with Yolo County jurisdictions)
- Technical analysis by UCD Sustainable Design Academy, led by Prof. Deb Niemeier, UCD Faculty of Engineering
- Completion of final Climate Action Plan by December 31, 2012



Sample of City Actions Already Undertaken

The Climate Action Plan will build on existing City efforts and provide specific goals, implementation structure, and a way to measure progress. Some efforts to date:



City Energy Use

- LED streetlights
- LEED-certified police station
- Geothermal heating and cooling system for the Community and Senior Center
- Co-generation facility for swimming pool heating with WJUSD
- HVAC upgrades and cool roof systems
- Upgraded water pump motors
- Motion-sensor-activated lights in city offices
- Automation of park irrigation systems and connection to weather-based control system



Transportation

- Waste Management contractually committed to fleet conversion to CNG
- Hybrid vehicles in City fleet
- Free public electric vehicle charging station at Gateway Shopping Center
- Encouraging safe walking through "Safe Routes to Schools" pedestrian improvements



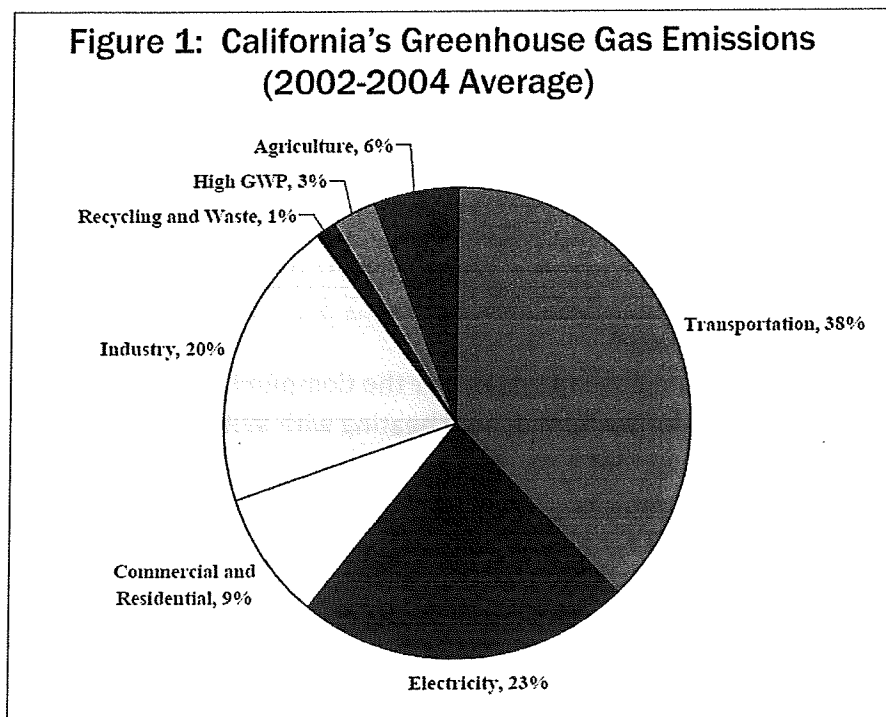
Other Efforts

- City Council Energy Committee, Yolo County Climate Action Compact, California Climate Action Registry participation
- Percentage of homes in Spring Lake required to have solar power
- Streamlined permitting process for solar panel installation
- Water conservation gains
- Energy retrofits promoted through Energy Upgrade California, ICLEI/GroupEnergy, PACE

3) Developing a Climate Action Plan

Process

- **Establish baseline** – the 2005 level of GHG emissions
- **Adopt reduction target** – to meet state expectations, at least 15% below the 2005 GHG emissions level
- **Develop Climate Action Plan measures** – actions, policies, programs to reach the target
- **Implement Climate Action Plan** – timeline may correspond to the period covered by the General Plan
- **Monitor and track progress** –allow for adaptation



Source: California Air Resources Board, *Climate Change Scoping Plan: A Framework for Change*. December 2008.

Example Climate Action Plan Measures

- ❖ Incentives for residential/commercial energy-efficiency retrofits
- ❖ Incentives for solar PV installation
- ❖ Increase bicycle/pedestrian modes
- ❖ Emphasize transit-oriented development
- ❖ Promote planting of shade trees
- ❖ Require solar shade structures for new parking lots
- ❖ Increase low-emission vehicles in city fleet

4) Stakeholder Planning Committee Role

Climate Action Plan (CAP) Meeting Schedule

Date	Activity	Topics	Materials Provided by UCD Team
April 18	Stakeholder Planning Committee kick-off lunch meeting	• CAP purpose and use • CAP development process • How stakeholders can help	
June 13 20	Public Visioning Workshop <i>Community/ Senior Ctr</i> <i>6:30-8:30</i>	• CAP purpose and use • Potential GHG reduction strategies • Community priorities	✓ Baseline inventory ✓ Summary of City energy-efficiency/ sustainability efforts ✓ Potential reduction strategies, including cost, GHG-reduction potential, & possible funding
July 10	City Council Energy Committee & Stakeholder Planning Committee <i>Community/ Senior Ctr</i> <i>4:00-5:00/5:30</i>	• June 13 workshop input • Review & organize input on targets and priorities	✓ CAP implementation framework - process to prioritize, implement, and monitor GHG reduction strategies
August 8	Public Strategies Workshop <i>Community/ Senior Ctr</i> <i>6:30-8:30</i>	• CAP strategies compared to "business as usual" forecast • CAP implementation framework • CAP priority confirmation	✓ "Business as usual" forecast: GHG forecast if current policies and practices continue
August 14	Energy Committee & Stakeholder Planning Committee <i>Community/ Senior Ctr</i> <i>4:00-5:00/5:30</i>	• Review project progress • Confirm priority CAP strategies	
Nov.13	Energy Committee & Stakeholder Planning Committee <i>Location TBD, 4:00</i>	• Discuss comments on CAP	✓ Public Draft CAP (Oct. 30)

How You Can Help

- ❖ Share information on Climate Action Plan development with your organizations and other contacts.
- ❖ Encourage community interest and participation in Climate Action Plan development.
- ❖ Provide ideas about reaching and engaging community members.
- ❖ Participate in the public workshops - *June 13 and August 8 @ Community & Senior Center.*
- ❖ Work with the City Council Energy Committee to evaluate and organize public input, and to confirm GHG reduction targets and community priorities – *July 10, August 14, and November 13 meetings.*
- ❖ By May 16, send us 2-3 potential GHG reduction measures that can use to help spark discussion in the Public Visioning Workshop.

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